

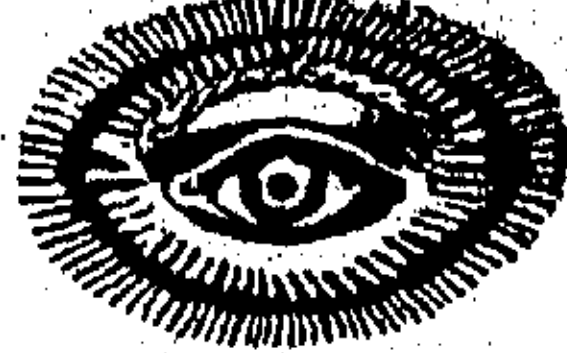
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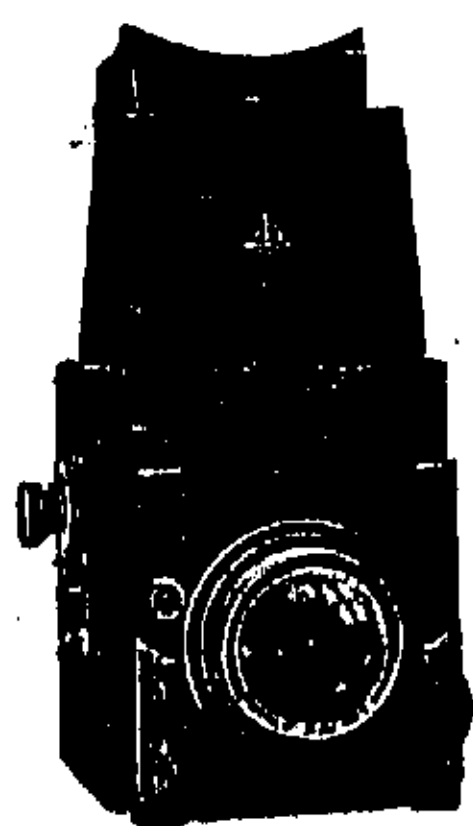
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FOURTH TEST

ENGLAND'S WEAKNESS NOW CHRONIC

VULNERABLE AT START

Woolley Repeats Success of Previous Game

TEA TIME SCORE 317 RUNS FOR FOUR WICKETS

Vulnerable weaknesses by England's opening batsmen in Test Matches against South Africa this season have become chronic. The same story was re-told yesterday but, as on previous occasions, somebody came along to turn the tide. After the first pair had disappointed the crowd at Manchester, Wyatt and Woolley obtained the mastery over the visitors' attack. The Warwickshire amateur held his own while the left-handed professional from Kent lammed the bowling as he had done a fortnight ago at Leeds. Score at lunch interval and teams:—

England—1st innings	
H. Sutcliffe, b Morkel	9
E. H. Bowley, b Bell	13
R. E. S. Wyatt, not out	24
F. E. Woolley, not out	69
Extras	15

Total (for 2 wickets) 130

ENGLAND XI		SOUTH AFRICA XI	
A. W. Carr (Nottingham), captain.		H. G. Deane (Transvaal), captain.	
H. E. S. Wyatt (Warwick).		I. J. Siedle (Natal).	
H. Sutcliffe (Yorkshire).		R. H. Catterall (Orange Free State).	
E. H. Bowley (Sussex).		B. Mitchell (Transvaal).	
F. E. Woolley (Kent).		H. W. Taylor (Transvaal).	
M. Leyland (Yorkshire).		D. P. Morkel (Western Province).	
A. P. Freeman (Kent).		H. B. Cameron (Transvaal).	
G. Duckworth (Lancashire).		H. G. Owen-Smith (Western Province).	
G. Geary (Leicester).		N. A. Quinn (Griqualand West).	
F. Barratt (Nottingham).		C. L. Vincent (Transvaal).	
E. Hendren (Middlesex).		A. J. Bell (Western Province).	
12th man: A. Sandham (Surrey).		12th man: E. L. Dalton (Natal).	

WYATT'S UNUSUAL ROLE

ENGLAND'S SCORE AT THE TEA INTERVAL WAS 317 RUNS FOR FOUR WICKETS.—REUTER.

Including "Patsy" Hendren, who had been set down as 12th man, the England selectors sent 13 men to Old Trafford. Tate and Hammond, casualties, had to be left out of the original XI. Their places were taken by Barratt (the Nottingham fast bowler and, therefore, a big strapping hitter) and Hendren. Sandham enjoyed the doubtful distinction of being 12th man. Goddard, the Gloucester bowler, who held that "honour" in the preceding game, was left in the pavilion once more.

There were, accordingly, four changes as compared with the Third Test, the absentees being J. C. White (skipper in the first three), Hammond, Tate and Larwood. The newcomers were Carr (who led England against the Australians before the advent of Chapman in 1926), a grand hitter; Wyatt, an all-rounder; Geary, who bowled well in Australia and helped to retain the "Ashes"; and Barratt.

Deane Wrong Again
The South Africans had two changes. H. W. Taylor, who is the only member of the team to have toured England twice before (he was captain the last time) and has scored more than one Test century, returned to play after being absent from two games, having been one of several casualties. Cameron, the first-line wicket-keeper, displaced Van der Merwe (his understudy). And Bell was preferred to MacMillan for the 11th place.

Six thousand people were present to see Carr spin the coin and Deane call wrong for the third time (he won the toss in the Third Test, the only match England won, the other two having been drawn). The weather was fine and the wicket in perfect condition, says Reuter.

"Extras" Early
Sutcliffe and Bowley were cheered when they went out to bat. Morkel, the right-arm medium pace bowler who has taken the most Test wickets on either side this season,

beat Sutcliffe when the Yorkshireman had 9 runs.

Wyatt was in first wicket down. When the total had reached 34, Bowley had 11 and Wyatt 4. "Extras" then stood at 10 already. But the Lancashiremen who constituted the majority in the stands had another disappointment shortly afterwards. Bowley scored two more and was defeated by Bell, the fast-medium bowler who swings in. Frank Woolley, who scored 178 in the Third Test, put a different complexion on the game. Before Wyatt had added anything to his own score (of 4) Woolley had reached 14 and the 50 had gone up without further loss to England.

List of Test "Caps"
When the lunch interval came Woolley had obtained 55 more and Wyatt had collected another 20 in the same time, making the total 130 runs for 2 wickets—which is faster than the now usual Test Match rate of progress. The Warwickshire amateur filled the, for him, unusual role of keeping his end up for another to do the hitting.

All 16 of the South African side have played in the Tests and, because of the injuries, Deane has had to call on the services of a stopgap, Duminy, who has opposed England before, was not selected for the 1929 tour, but happened to be in the Old Country. Of the 17, five have taken part in all four Tests.

England has called on a greater number—20 of her cricketer sons to be precise. And of these, only four in the present XI have played throughout. The list of Test "caps" this season is:—

ENGLAND		SOUTH AFRICA	
1st, 2nd, 3rd, 4th:—H. Sutcliffe, E. Hendren, M. Leyland, G. Duckworth.		1st, 2nd, 3rd:—J. C. White, W. R. Hammond, M. W. Tate, H. Larwood.	
1st, 2nd:—E. T. Killick.		1st, 2nd:—E. T. Killick.	
3rd, 4th:—F. E. Woolley, E. H. Bowley, A. P. Freeman.		1st:—P. G. H. Fender, K. S. Duleep-singhi.	
2nd:—R. W. V. Robins, J. O'Connor.		4th:—A. W. Carr, R. E. S. Wyatt, G. Geary, F. Barratt.	
SOUTH AFRICA		SOUTH AFRICA	
1st, 2nd, 3rd, 4th:—H. G. Deane, R. H. Catterall, B. Mitchell, D. P. Morkel, H. G. Owen-Smith.		1st, 2nd, 3rd, 4th:—H. G. Deane, R. H. Catterall, B. Mitchell, D. P. Morkel, H. G. Owen-Smith.	
1st, 2nd, 3rd, 4th:—C. L. Vincent, N. A. Quinn.		1st, 2nd, 3rd, 4th:—C. L. Vincent, N. A. Quinn.	
2nd, 3rd, 4th:—A. J. Bell.		1st, 2nd:—A. L. Oelze, J. A. J. Christy.	
1st, 4th:—H. W. Taylor.		3rd, 4th:—I. J. Siedle.	
2nd:—E. L. Dalton, Q. MacMillan.		3rd:—E. A. Van der Merwe, Duminy.	

R.N. GUN EXPLOSION

H.M.S. "Devonshire"—16 Deaths Now

WHOLE TURRET BLOWN AWAY

All Casualties in Royal Marines Detachment

London, Yesterday.
Hitherto only very bare facts of the H.M.S. "Devonshire" explosion are available.
After the explosion, "Devonshire" steamed to Volo to transfer those injured to a hospital ship.
It is stated that the explosion blew away whole of a gun turret, which, apparently, was one of those allocated to the Royal Marine detachment on board. All those killed were Marines.—REUTER.
[The Admiralty announced that 17 persons were injured through a serious gun accident on board H.M.S. "Devonshire" (one of the new "Washington" cruisers) during firing practice in the eastern Mediterranean. A report from Malta said that the accident was due to the blowing out of a new six-inch gun.]

Death-Roll Increases
Malta, Yesterday.
The "Devonshire" death-roll has now reached 16.—REUTER.
[The number killed outright was given originally as six.]

Things That Matter

To-day's Diary
Ninth Sunday after Trinity.
Queen's Theatre—"Baby Cyclone."
Star Theatre—"Beverley of Granstar."
World Theatre—"The Circus," 5.15 p.m. and 9.20 p.m.; "Remorse" (Chinese picture), 2.30 p.m. and 7.15 p.m.
Majestic Theatre—"Love's Greatest Mistake."
May Sheng School, 10.30 a.m. and 9 p.m.
Sailors' and Soldiers' Home Service Men's Bible Class, 3 p.m.; Social Hour, 8.15 p.m.
Repulse Bay Hotel Tea Dance, 4.30 p.m.
Lighting-up Time.—7.06 p.m.
Tides.—High, 2.06 a.m. and 1.20 p.m.; Low, 6.54 a.m. and 8.19 p.m.

Home Mails
Inward (via Negapatam)—
"Agra" to-day.

Weather Forecast
At 6.40 p.m. yesterday the Royal Observatory reported: "Pressure remains highest in the vicinity of the Bonins. The typhoon at 2 p.m. was near the north end of Hainan Island (to the south-west of Hong Kong) 'moving W.N.W.' The local forecast issued was:—'S.E. winds, fresh to moderate; cloudy, occasional rain.'"
The Dollar
Yesterday's closing rate for the dollar on demand was 1/11-5/16.

STAR FERRY WHARF
Motor-Cycle Parking Regulations

SHELTER ON KOWLOON SIDE
Effective from yesterday a new regulation for the parking of motor-cycles at the "Star" Ferry wharf on the Kowloon side has been introduced by the Police Traffic Department, by order of the Captain Superintendent of Police.
Under the new regulation, no motor vehicles of any description will be allowed to park under the shelter of the ferry wharf structure. Instead, alternative accommodation has been provided by placing one section of the shelter at the disposal of motor-cycle owners. This is the end of the shelter nearest to the motor 'bus terminus.

Line to Follow
A regulation in connection with the new parking place for motor-cycles approaching the ferry to follow the line of motor 'bus traffic, until the shelter is reached, when the cycles are to turn straight in, so that there is no dislocation.

Control of All Foreign Sales
New York, Yesterday.
It is reported from Havana that President Machado has signed a decree ordering the formation of a co-operative exports agency to control all foreign sales of sugar as from Sept. 1.—REUTER'S American Service.

CUBAN SUGAR
The concert arranged at the K.C.C. for the last night had to be postponed owing to the inclement weather.

IMPERIAL DEFENCE

New Zealand's View on Singapore Base

"GREATEST IMPORTANCE"

Communication with London About Naval Matters

Wellington, N.Z., Yesterday.
In response to inquiries, the Prime Minister, Sir Joseph Ward, stated that the British Government's proposals with reference to naval defence have received the attention of the New Zealand Dominion Government, which has communicated a tentative expression of views to London in regard to the matter.
Sir Joseph Ward said that his message made clear that the New Zealand Government attached the greatest importance to the question of naval defence, particularly the naval base at Singapore; and the declared views of New Zealand on the latter question, expressed on previous occasions, remained unaltered.

Sir Joseph pointed out that New Zealand's interest in the Singapore base was indicated by the provision of a contribution of £1,000,000, of which two instalments totalling £250,000 had already been paid. Hope was also expressed that no alteration in the policy on Imperial defence would be made without consultation with the Dominions by the Imperial Government. Sir Joseph added that it had been suggested to the British Government that the matter should be reserved for discussion at the next Imperial conference.—REUTER.

U.S. NAVY
Suspension of the Cruiser Programme

Washington, Yesterday.
Telegrams from every corner of the United States and from all parts of the world are pouring in to White House endorsing President Hoover's suspension of the cruiser programme.
Reports received by the Administration indicate that the country as a whole enthusiastically approves of the step.

The "Big Navy" group, however, has lost no time in initiating a strenuous campaign against suspension. The group has already circulated a story that the President is acting ultra vires in suspending cruiser construction.
White House promptly countered that with a statement showing that under the terms of the act providing for construction the President is empowered to hold up the construction of any vessels authorised by the measure until June 30, 1931.—REUTER'S American Service.

BAG SNATCHER
Gets Six Months And 15 Strokes

KOWLOON INCIDENT
A young Chinese who had the audacity to snatch a hand bag from a Chinese woman as she was alighting from a bus at Pakhoi-road, received his just deserts yesterday morning when he was brought before Mr. T. S. Whyte Smith at the Kowloon Magistrate's Court.

According to Inspector Marks, the complainant had \$18.78 in her bag. She was coming down from a bus in Pakhoi-road when the defendant walked up to her from behind and snatched her hand bag.
She raised the alarm and a Chinese detective gave chase. Defendant eventually ran into the open arms of an Indian constable.

His Worship sentenced the defendant to six months' hard labour and ordered him to receive 15 strokes of the birch, adding that if he was found unfit by the Medical Officer to undergo corporal punishment, he would have to serve an additional two months in gaol.

ILLICIT OPIUM
Two Carriers Punished

SPECIAL POCKETS
Two Chinese were dealt with by the Kowloon Magistrate yesterday morning for carrying illicit opium.
The first man was charged with the unlawful possession of 30 taels of prepared non-Government opium and he was fined \$5,000 or in default to one year's imprisonment.
The second man was arrested as he was coming off a train from Canton. He was wearing a jacket in which special pockets were made for the "dope." He had 80 taels of raw illicit opium and the fine imposed was \$5,400 or in default to nine months' hard labour.

BUYING A JOB?

\$500 For Position on the R.A.F. "Belgol"

AN ALLEGED SWINDLER

The Sad Experiences of Two Brothers

A Chinese who was anxious to secure a job on board the R.F.A. "Belgol" and was said to have parted with \$500 in order to achieve his ambition, formed the subject of a case heard at the Kowloon Magistrate's Court yesterday morning before Mr. T. S. Whyte-Smith.
The parties concerned are all natives of Shanghai. Mr. Frank X. d'Almada appeared for the complainant and the defendant was represented by Mr. F. C. E. Rendall.

Complainant's Story
According to the complainant's story it appeared that he told defendant of his desire to obtain employment on the "Belgol." Defendant, who is a tailor by trade, was in the habit of going on board the ship to secure business. He was said to have told the complainant that it would be an easy matter for him to "fix it up" with the Chief Officer of the "Belgol."

Complainant thanked the defendant profusely, and when they met again the following day, defendant was alleged to have said that it would cost the complainant \$300 to get a job as a boatswain. That money, he said, was required for security. Complainant willingly parted with the money, and defendant gave him a receipt purporting to have been signed by the Chief Officer.

To Pay His Debts
Another day later, defendant was alleged to have asked for another \$200 saying that the Chief Officer had requested him to do so. Complainant complied and received another receipt from defendant, again purporting to have been signed by the Chief Officer.

Complainant heard no more from the defendant after this. He then wrote to the Chief Officer of the "Belgol" and, not receiving a reply, he began searching for the defendant.
Complainant, his brother, and another man eventually located defendant in Kowloon City. They asked for the return of the money, but defendant was able to produce only \$200. He said that he had spent the other \$300 in payment of his debts. The parties then went to the Police Station, resulting in the defendant being charged.

A Denial
Mr. W. McEvor, Chief Officer of the "Belgol," said that he knew nothing of the matter. He had received the letter from complainant and as he knew nothing he took no notice. Defendant had never spoken to him on the matter and it was not his duty to engage men. It was the captain's job to do that.

Brother Also a Victim?
Complainant's brother said that he himself was tricked by the defendant only last year. He lost \$400 that time and the reason he did not report the matter to the police was because the defendant had run away.

Mr. McEvor Not Implicated
His Worship asked Mr. Rendall if there was going to be any suggestion that the Chief Officer was implicated.

Both solicitors for the defence and prosecution said that they wanted it to be distinctly understood that no such insinuation was ever, or going to be, levelled against Mr. McEvor.

The case was then adjourned until Thursday next at 11.30 o'clock.

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Winners' Visit To Colony

The party of seven visitors arrived in Hong Kong yesterday on the Dollar liner "President Monroe" on its trip around the world. Besides the victorious essayists, it includes Mr. Merie M. Clark and Miss Alma E. Groves, second ranking contestants in their divisions and escorts to the flag; Miss Edwin C. Gregory and Miss Gertrude S. Carraway, chaperones for the juvenile writers, and Mr. Floyd Williamson, manager of the tour for the Hearst Syndicate.

[By Robert L. Sullivan:]

That great land has become a great nation among the nations of the earth. The years have brought her a matchless history of the brave and the growth, the trials and the triumphs, the heart and the soul of a great people. The fate of the land, lying hid in the dimness of things when first those intrepid little caravels touched her shores, proved a mighty continent of fertile plains and wind-tossed forests and rustling rivers. Here is a great domain, over which away extends in mercy and justice. Her ideals still are the ideals which once enshrined the

| By Mary S. McGonigal |

The forthcoming wedding is announced between Mr. John F. Duncan, mercantile assistant, of 59, Edinburgh-road, Shanghai, and Miss Mary Hinch, on her way to the Colony on board the s.s. "Glenelg."

(1) When are we going to see even one of the following first class films? "The Trial of Mary Duggan," "The Divine Lady," "The Canary Murder Case," "Alias Jimmy Valentine," "Interference," and "The Fleet's In," to cite only a small number.

Addresses Which Cannot Be Traced

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office:—

Heungshan, Kwangtung, who have now been granted to Cheong Wa-ki, merchant, No. 7, Beacon field-arcade, Hong Kong. Letters of administration were first granted in 1908 to deceased's brother Cheang Nim, but the latter died in 1911. The new administrator is Cheang Loi's nephew.

The forthcoming wedding is announced between Mr. John Fraser Duncan, mercantile assistant, of No. 59, Edinburgh-road, Shanghai, and Elsie Mary Hinch, on her way to the Colony on board the s.s. "Glenshiel."

Hong Kong, July 26.

Programme Further Upset

The Kowloon Bowling Green and the Club de Recreo have still to be considered in the race. The latter, especially, cannot be taken too lightly, a

Shots For and Against	
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Taifoo R.C.	440 388 55
Yacht Club	464 467 2
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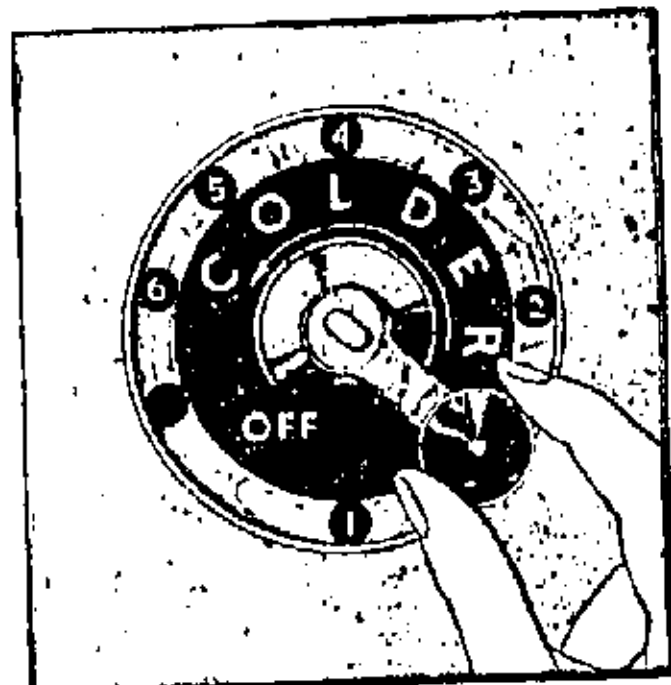
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Our "Working" Day

The correspondent who, in a contemporary, temporary, sugary, and sentimental paragraph which need no comment. The whole is a fine example of stretching the imagination, which is too amusing to be missed, so we pass it on to our readers.

gests that we, Hong Kong-ites, work an hour per day too long is probably quite correct. Shanghai-landers don't do so, so why should we? Also, Shanghai-landers have the good sense (which we, Hong Kong-ites haven't) to take two hours for tiffin. And it should be borne in mind that though Shanghai is colder than Hong Kong in winter, it is much cooler in summer; nor does their heat linger with them nearly so long. It's all wrong this idea that we have in Hong Kong that we should work till five when, clearly, four o'clock is the better hour. The taipans themselves frequently give ample proof of their belief in this idea. According to the Socialists the time will come when if we work more than three hours per day we shall be regarded as merely wasting our time. But Hong Kong seems a long way from that blissful state of things.

Mui Tsai and Pidgin

Dealing with our mui tsai problem, a writer in a Home paper has allowed his imagination to run away with him, thus: "Although slavery in Hong Kong is supposed to have been abolished, in 1928 the number of child slaves had increased. When girls reach the age of about fifteen they are often resold to traffickers and shipped to ports in the East. Every girl is questioned by an officer as to whether she is willing to take up such a life, but for weeks beforehand they are drilled in the answers they are to give—'Me quite willing. Me not been told to say this by anyone'—and are threatened with punishment if they dare to give any other replies."

The Funniest Part

The funniest part of the paragraph is the delightful bit of what is supposed to be pidgin English. It is decidedly amusing for us who live on the spot who know that the only knowledge of "pidgin" that a mui tsai can be credited with are two words: "No savvy." That word "willing" is a stumbling block which no mui tsai is able to success-

fully surmount. There are also other obvious inaccuracies in the paragraph which need no comment. The whole is a fine example of stretching the imagination, which is too amusing to be missed, so we pass it on to our readers.

A motor car drive Kowloon out to the Kowloon Reservoir is quite a pleasant visit after the heavy showers, with the pinetrees and green leaves showing particularly fresh after the rains. On reaching the reservoir the other night it was surprising to see the amount of water that was in it, besides the ripples that were continuously flowing in from the catchwater area from whose height one views Shatin valley. It was quite delightful to hear the steady inflow of water after the long months of drought.

Slamming the Gate

Every one does not realise the utter rudeness of the Star Ferry "sailors" (or coolies) both at Kowloon and Hong Kong, until one has had the gate slammed in one's own face. The average business man is always in a hurry to catch a Ferry, but though he may be but a foot from the gate, the coolie slams it in his face, and saunters proudly away. A few days ago, a lady was but an umbrella length away when the insolent "sailor" on duty at the Kowloon wharf slammed it in her face. Slamming, surely, is not a necessity—it is not done so rudely when the Inspector is on the spot. It is not to be expected that the gate can be kept open, too long after the bell rings—a time table must be kept—but one expects servants of a public utilities company to be a little reasonable to patrons. Politeness costs nothing!

A Strange Sight

Whatever may be the opinion of each individual as to whether China and her subjects are making any steps towards modernisation is all very uncertain, because opinions differ so, but perhaps the following incident will be illustrative that a change has certainly taken place in China—and decidedly so too! On a recent evening, featured by showers,

most people were kept indoors, but not so the "heroine" of this story. She was (to all appearances) a respectable married Chinese woman, very ordinary in appearance and not striking in any way whatever. She was calmly walking along the road pushing a bicycle by her side with a crowd of howling, hooting and derisive rag-a-muffins following her. It seems to have caused a mild sensation in the back streets to see a Chinese woman (not a sing-song girl) riding a bicycle. And the "boys" had quickly collected to follow and hoot at her.

A Wobbly Attempt!

When some dis-tance had been traversed the woman decided to mount her bicycle again. She abruptly crossed her right leg over the cross bar and, with a heave, she was off—wobbling to the right and the left, but nevertheless going forward! The lads behind (with a girl or two amongst them) burst out in renewed and frantic cheering. They howled. A few of the "checkers" ran up to the cyclist and, catching hold of the rear mudguard of the cycle, gave her a lusty push onward. Others ran in front, others at the sides, and still others at the back. The daring (?) cyclist meanwhile continued as best she could—and this was not very well. She was badly hampered and though she endeavoured to gather sufficient speed to leave the crowd behind her, she could not, partly because the boys persisted in crossing her path, and partly because the cycle was three sizes too small for her.

Cool And Indifferent

As it was she dis-mounted—coolly and indifferently, paying not the slightest heed to anyone. She walked on, pushing the bicycle beside her and the crowd (which had swelled considerably in number) closed in around her. She stopped, for to continue was impossible. What would have been the result, but for the timely intervention of an Indian constable cannot be told, but on the arrival of the dusky guardian of the law, the crowd dispersed quickly enough, some still yelling. When last seen, the woman cyclist was heading in the direction of the Kowloon Star Ferry—but by that time she was making good progress on the cycle.

SUNDAY SALLIES.

"Reservoirs overflowing"—But not "canned."

It may yet go down in history as the Kowloon Tong uncivil war.

Heading in local "Telegraph": "Gun blows out on H.M.S. Devonshire."—Who blew it out?

'Tis suggested that Wyndham Street might be renamed Flour Street.—Press men get their dough there.

Tokio and Yokohama have been "shocked."

Some folk in places much nearer are also quaking.

May be the two soldiers who went to Manila were looking for a good cigar.

Dreadful: "Sedition on the Peak."—Who'd have thought it!

Both M. Poincare and China are suffering from internal troubles.

Now the water is spouting the spouters have had their occupation taken away from them.

The Russo-Chinese affair closely resembles all China's little wars—reports of hostilities are always denied.

One way out of the trouble may be for them to swap Capitals along with some capital.

Did Joe Dundee use foul language when he was disqualified for a foul in his bout with Jackie Fields?

"An interesting military wedding."—Very: to the bride and bridegroom.

Heading in the "Telegraph": "Russian Troops Drilling."—But don't all soldiers drill?

Old soakers don't remember a time when they got so much soaked as during the soaking of the last few days.

A visitor wants to know if the cattle pens for the buses in Kowloon were designed by a farmer or by the inventor of "Pigs in Clover."

A stitch in time saves nine—a stitch in the side makes you supine.

Advertised: "Permanent waving for one month."—That may be how long you can permanently waive payment, perhaps.

Offers are forthcoming for the best lawn bowlers among the Billycocks and the Peackocks to strengthen the interport team against Shanghai.

The agitation for shorter office hours is scoffed at by the Civil Service who say that it takes them all their time to get to the office in time to knock off again.

The Labour Government don't seem to like Lloyd George or Lord Lloyd—Lloyd's are not likely to insure the life of the Labour regime for any high premium.

An advertisement about Indian charms says that it "will make you the favourite of all."—Unfortunately the Water Emergency Committee seems to have served its purpose and no vacancies will be filled till the next Great Drought.

Civil Service lawn bowlers, alleges the "Telegraph," had a runaway victory over the Police.—The latter are advised to take along the Black Maria next time to prevent the Civil Service escaping so easily.

The tins and the jugs may now be put away for the next drought—unless they are used to hold all the froth that emanated from the hypercritical critics over the water famine.

Everybody seems to have forgotten to remember that last Monday week was St. Swithin's Day and that there was quite a healthy downpour of rain that day.—Not to mention the bucketful we've had since.

"All's right with the Army" declares a "Somerset" soldier.—Won't the War Office be glad to receive this testimonial, from far away Hong Kong.

Announced officially that the films at the Queen's are the best products of the foremost English, French, and German producers.—The Scottish, Irish, and Welsh are not producers: they only supply the casts and the scenery—and often the money.

The modern woman's fond hope is that she will be weighed and found wanting.

"The best thing about the old cinema show," says Mr. Bernard Shaw, "was that it kept its mouth shut."—"Pity," retorts the talkie promoter, "Mr. Shaw didn't do ditto."

The best steps a pedestrian near the blinking light can take to protect his rights are fast ones.

"Believe me," said the undertaker, "all this talk about the survival of the fittest leaves me 'id."

She: "Do you know anything about psychology?" He: "No, I'm afraid I don't."

Absent minded Professor: "I know your name perfectly but I'm afraid I've forgotten your face."

Judging from reports from some of the Puritan American States the traditional Scottish Sabbath seems to have gone West.

Fortuna belli has just been rendered by the fat boy as Pot Luck.

Quite a number of British golfers are taking to golf. "Fore" is a much more pleasant sound than "eight-nine-ten."

"The whipping industry has its ups and downs," writes a local commercial "expert." Commercial men are quite aware how queerly trade behaves; Prosperity, they all declare, appears to come in waves. Thus shipping has to undergo its ups and downs; unailing; And that if you would like to know, Is why I don't go sailing.

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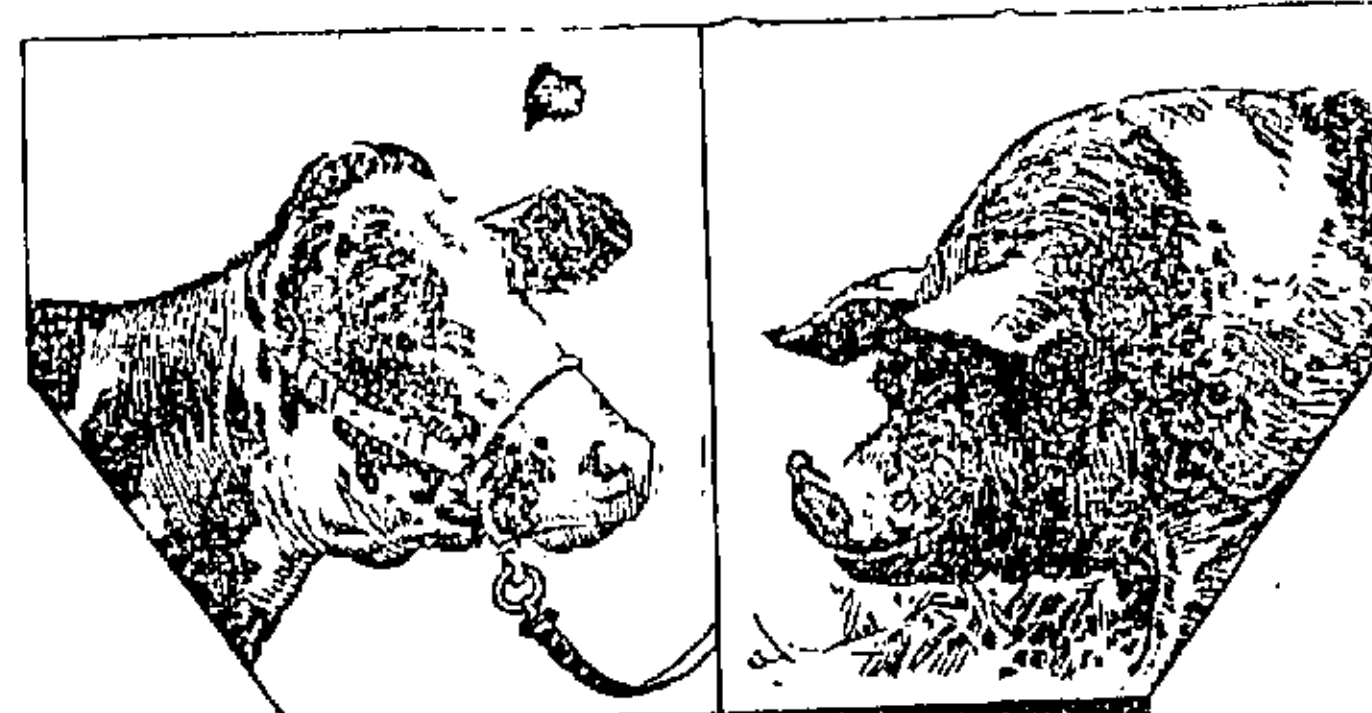
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GIFTS AND GRACES

St. Paul's Comparison

[Text: I Cor. XIII.]

Even in a translation to be sure, the passage is one of the highest achievements of the finest of all translations, the Bible. The rhythmic structure of the chapter on charity is so evident that one feels it to be not an argument but a psalm of the New Testament, a psalm to be placed along with Magnificat, or Benedictus, or Nunc Dimittis. But its poetic beauty must not obscure its practical reference, or the closely logical arrangement and development of its parts.

Better Than Gifts

The Church of Corinth was a Church of many gifts. The power of the Holy Ghost, which came upon it, gave such energy to the faculties of its members that they abounded in a gift of praise transcending all other praise, in speech, in song, in insight into the will of God and the human heart, in mighty works of faith. Consequently, of those who desire to have the power of exercising such endowment, and especially, those of the endowment, which made the most apparent impression which seemed to be the greatest. This had to be ascertained; and the purpose of the chapter is to correct it by drawing a distinction between the gifts, however brilliant, which operate in a Christian's activity, and the graces which reside in his heart and life. Graces are gifts of course, for God gives them; but the broad distinction is substantial, and the difference in the values of gifts and graces of speaking on the one part, and faith, hope, and charity on the other, is the purpose of this chapter, to declare. All gifts, however brilliant, however beneficent, are of importance

quite secondary to the inward possession of the vital internal graces of heart and character. And of all these essential graces the greatest is charity. Gifts are good in those who have them, but this grace is good, nay necessary, in all.

Grace v. Gift

Trace, now, the course of St. Paul's comparison between grace and gift. The first step is that charity is the very heart of all gifts, and all great actions. "Though I speak with the tongues of men and of angels, though I have the gift of prophecy, though



Capt. Hermann Koch, the first man to pilot an aeroplane across the Atlantic ocean from east to west, in company with Major Fitzmaurice and the late Baron von Hoenfeld, has accepted the position of aviation director of the Catholic missionary organization "Miva," with headquarters at Windhoek, South-west Africa. This is the first missionary association in the world to use aeroplanes in the service of spreading Christianity beyond the frontiers of civilisation.

I have all faith so that I could move mountains—and have not charity? There is no worth in these wonders or in me. For it is only charity that is the one source of spiritual value. The next step is that charity is the only antidote to the dangers incident to the exercise of gifts and the performance of outstanding actions. For the consciousness of gifts was breeding among the Corinthians emulation and pride, and charity, alone, envieth not and vaunteth not itself. Even self-sacrificing habits and acts entail temptations. They incline to the expectation of disgust when none is forthcoming. Charity is the only antidote to that danger, charity which is not easily provoked and thinketh no evil.

The third step is that the same charity is the only condition of constructive effort, because it "heareth all things, believeth all things, hopeth all things, endureth all things."

Value, antidote, positive condition—these are all directly practical considerations. The test applied between gifts and graces is this—Which is most effective? If a man would serve God, how shall he serve Him best? St. Paul's answer is decisive. By the graces of the heart you will do more for the service of God and man than by all gifts, and the grace of charity is "the most wonderful way."

What is Charity?

But St. Paul never says, in all his arguments, what charity is; he assumes that the Corinthians knew. Yet there is a suggestion, an implicit reference pervading the whole wonderful discussion—the name of Christ is latent in it all. For He spake as never man—nor angel—spoke; He disclosed the heart of God, and knew what was in man. Yet it was the love in which He spoke and taught which opened the doors of the heart to His words. He gave his body to be crucified; the love with which He gave it is the value of His atonement. His ministry and His redemption were in all the power of charity. And who beareth all things, hopeth, endureth all things, and who needs to do so, like Him who is the Heavenly, patient, undefeated Shepherd of stubborn, foolish souls? If any, having read the praise of charity, ask, therefore—

What is it that I may covet it most earnestly of all? the answer is plain. The best, the most useful thing you can do, is to be in the likeness of Christ.

TO-DAY'S QUOTATION

To have to do with nothing but the true, The good, the eternal—and these, not alone. In the main current of the general life, But small experiences of every day, Concerns of the particular hearth and home: To learn not only by a comet's rush But a rose's birth—not by the grandeur, God— But the comfort, Christ. —BROWNING, The Ring and the Book.

HYMN THAT HAS HELPED

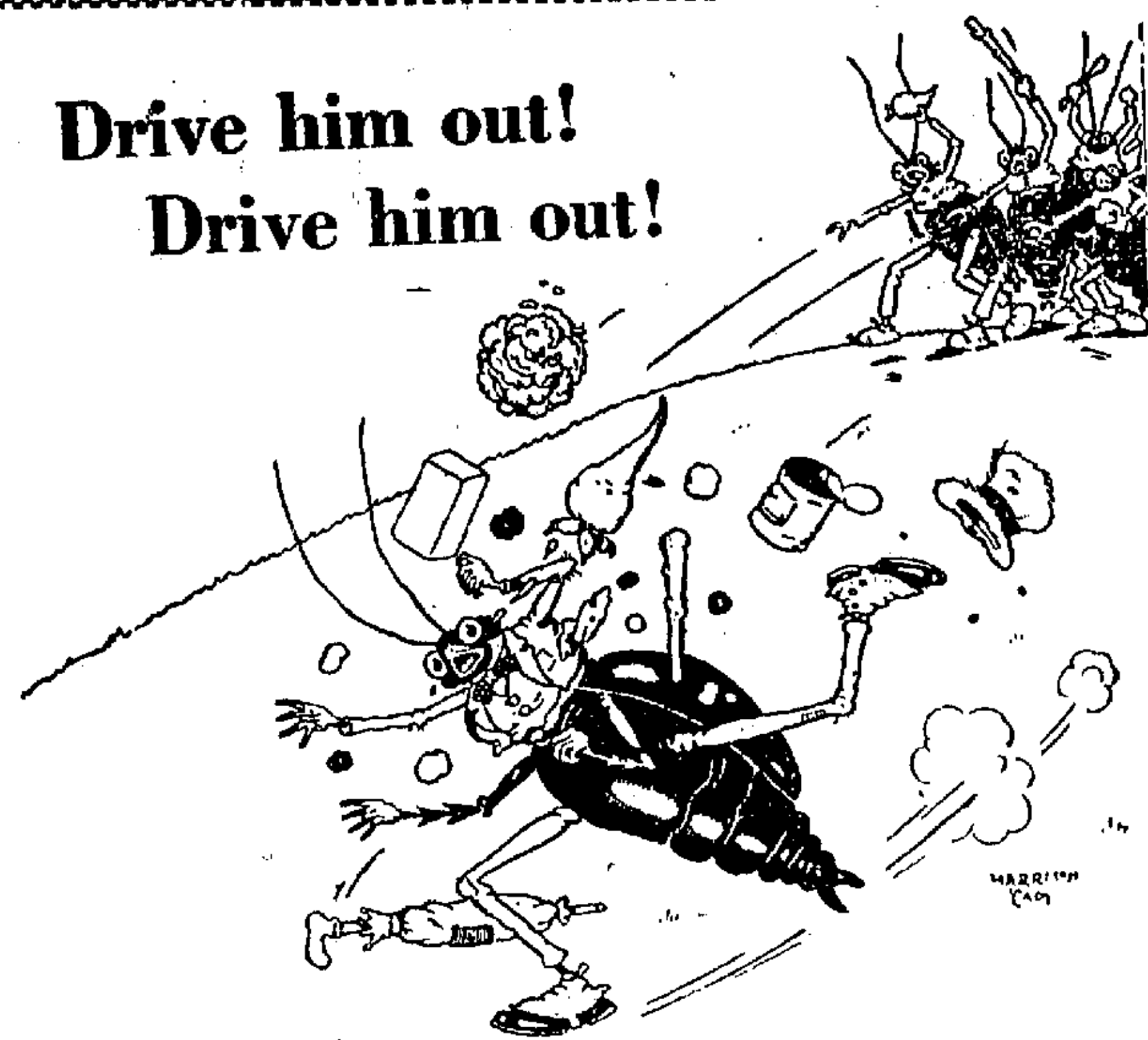
It is proposed to put a stained-glass window in Hoddesdon Church to the memory of Miss Harriet Auber, composer of the beautiful hymn "Our Blest Redeemer." A legend goes that while meditating in her home opposite the church on Whit-Sunday, 1829, Miss Auber scratched on the window-pane, with her diamond ring, the opening lines of the hymn.

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[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.] Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject:—"Truth." The Sunday School is held on Sunday mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 o'clock. Reading Room at above address, open:— Tuesday and Friday 19 a.m. to 12 Noon. Monday and Thursday 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room.

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KING NEXT WINTER

The "Evening News" says that the King is considering spending part of next winter in one of the Dominions. South Africa is considered the most suitable, and confidential enquiries have already been made in South Africa regarding a suitable locality.

Congratulations to Editor

The King, through his secretary Lord Stanfordham, has sent a message to Mr. C. P. Scott, the veteran editor of the "Manchester Guardian" whose resignation is announced. The message says: "For fifteen years you have been responsible for the conduct of a great newspaper and His Majesty, while regretting your resignation, congratulates you on your achievement which must surely be unique in the history of journalism."

Air Force Display

The Air Ministry have released from its secret list a number of new types of aircraft for the purpose of exhibition. These comprise about 30 aeroplanes and ten engines and include fighting machines even more powerful than the Bristol Bulldog single seater which will be seen in action at the Royal Air Force display at Hendon. One machine is described as an "Interception Fighter" and has a speed of 200 miles an hour. An extremely interesting class are the Fleet Fighters designed for deck landing. The show will be rich in flying accessories, including an easily inflated life saving raft for use in forced descents on the sea.

Moray

While Ramsay MacDonald is immersed in the affairs of the State in London, his native town, Lossiemouth, is eagerly debating the great question whether he should be allowed to play golf at the Moray Golf club's course near his house. The Club expelled him in 1915 on account of his pacifist utterances. 800 members of the club, which is one of the largest and best in Scotland, have now received a circular from the committee announcing that a meeting will be held to consider the desirability of rescinding the resolution of expulsion.

Ranee's New Play

The case of the Eurasian was presented in a sufficiently startling fashion to arouse interest and comment in the new play "The Heels of Pleasure" by the Ranee of Sarawak, produced at the Arts Theatre Club. The Ranee has chosen a double theme for her first play, portraying the pitiable plight of Eurasians educated by Europeans then socially ostracised, and bitterly attacking the morals of present day society. The characters in the play were described by critics as a dreadful lot of people but the Ranee's sincerity is recognised. The heroine Ernestina, the niece of an English titled lady whom the latter brings from a convent school out to the East, to marry her dissolute son, Ernestina, discovered to be a Eurasian, is turned out and goes on the streets.

Historic Flight Commemorated

A timid, hesitant little figure, Sir Arthur Whitten Brown, made, impromptu, the best speech at the luncheon at the Savoy Hotel on



Lord Thomson

June 14 organised by the Vickers and Rolls Royce companies to commemorate the 10th anniversary of the first trans-Atlantic flight, made in June, 1919, from Newfoundland to Ireland by Sir Arthur and the late Sir John Alcock. The gathering was a very notable one, including many aviators of distinction.

The Secretary of State for Air (Lord Thomson) toasting the anniversary, said he took it upon himself to pick out the six best flights of the last 10 years, in which he included first that of Sir Arthur Whitten Brown and Sir John Alcock, of which too little had been made, and then those of Sir Ross

Smith and Sir Keith Smith to Australia in 1919, of Sir Alan Cobham to Australia and back, in 1926, and of Squadron-Leader Hinkler to Australia in 1928.

An ovation greeted the name of Hinkler. Lord Thomson said he had Hinkler's authority for saying that the cost of his flight was less than that of a second-class steamer fare to Australia.

Lord Thomson praised Australian developments and pleaded for every one's co-operation to make the next decade of British aviation even more noteworthy than the last one.

Attitude of Miners

Mr. Herbert Smith, president of the Miners' Federation, officially denies that the coal miners are demanding an instant repeal of the Eight Hours Act. "The Government," he says, "has its own difficulties, and has to move with the times. I hope that the miners will give the Ministry due consideration, but that sooner or later we will get back to the position occupied in 1926."

Air Pilot Guild

A guild of air pilots and navigators is being formed. Its "Foundation Council" which holds its first meeting in July to elect a Master have already got to work. On its instructions a solicitor acted on behalf of Captain Brailly, the pilot of the air liner which descended in the Channel at the inquiry on that disaster. The object of the Guild is to protect and advance the interest of its members and the business of commercial aviation. Membership to the Guild is open to certificated air pilots and air navigators of the British Empire.

Problem of Sea Power

The ex-Chancellor of the Exchequer (Mr. Winston Churchill), speaking on the eve of the interview between Mr. Dawes and Mr. MacDonald, said that he welcomed the recovery of full personal freedom of speech on the question of British-American naval relations. Britain, at the Washington Conference in 1921, had sincerely, he said, and irrevocably abandoned the supremacy of the sea, which she had enjoyed without abuse for a century. She accepted British-American naval equality, but this implied special regard to the entirely different circumstances of the crowded island of Britain, which could be starved in a few weeks, and the great continent in which the people of the United States dwelt so safely and prosperously. It would not be a fair interpretation of equal powers upon the sea to have a more numerous measure for the two fleets, with each a replica of the

other. This would not give Britain equality, but, under the guise of equality, it would finally give her inferiority.

Any naval agreement must be based upon a tolerant good-hearted spirit towards naval affairs on both sides of the Atlantic. If naval equality led to jealous and suspicious scrutiny of every ship, gun and armour plate, it would be better to remain, without any agreement, each country going its own way, acting sensibly and with a neighbourly spirit, but free and unfettered.

Singer, Dancer and Boxer

Owen Nares, the flappers' idol, has asked to be excused from a further appearance in musical comedy as he prefers to return to the dramatic stage. This reason he has given for resigning a part in the new American show "Hold Everything" wherein as a boxing champion he has to sing, dance, do shadow boxing and knock out a man in a fight. No one has yet been found to replace him and Nares continues to do his best as a singer, dancer and boxer until his successor has been chosen.



RE-OPENING OF THE NEW PARLIAMENT.—After the ceremony of the re-election of the Speaker, the lady members made a sound film in the courtyard of the House of Commons. Here is a group of Labour women. Members of Parliament, left to right: front, Lady Cynthia Mosley, Miss Susan Lawrence, Miss Margaret Bondfield, Miss Ellen Wilkinson and Miss Jenny Lee; back row, Dr. Marion Phillips, Miss E. Pleton-Turkville, Dr. E. Denham and Mrs. Mary Hamilton. (Sport and General).

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5389 { When The Curtain Comes Down Waltz
Russian Lullaby Fox-Trot
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Who Wouldn't Be Jealous Of You Fox-Trot
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HONG KONG, SUNDAY, JULY 28, 1929.

Wanted—A Traffic System

FROM time to time the authorities have tinkered with the traffic system, both in Hong Kong and Kowloon, but they seem as far off as ever in attaining the acme of perfection. Fresh arrangements are continually being devised for the benefit of omnibuses, motor cars and taxi-cabs, not to mention jinrikishas and chairs, but in all these not a thought seems to have been taken for the pedestrian. But the pedestrian has a right to be considered. His life is as precious as that of drivers of cars and buses, or pullers of jinrikishas. He has simply got to come within the scheme of things affecting traffic whether the authorities like him or not.

Why, it may be asked, is a state of pandemonium always allowed to prevail at the Star Ferry on the Hong Kong side? No sooner does a ferry come in than the jinrikisha-pullers make one mad rush toward the entrance-way to pick up fares, particularly after dark. There is a constant feud between the solitary traffic constable and these pullers, and the unlucky pedestrian has to emulate a "speed merchant" to escape the ordeal of jinrikishas and chairs unscathed. The disorderly scenes enacted here so often are far from creditable to the traffic authorities. The solitary constable has too much work thrown on his shoulders. Suffice it should be that he is directing the general traffic instead of dividing his time between that and vainly endeavouring to keep order among a mob of jeering and hooting jinrikisha-pullers and chair carriers.

Much the same state of affairs is permitted on the Kowloon side of the Star Ferry. In wet weather it is usually accentuated. No sooner does a ferry come in—again particularly at night—than the jinrikisha-pullers throng the entrance-way, whilst those passengers unfortunate enough to require buses have to run the gauntlet of jinrikishas, taxi-cabs, and motor-cars before arriving at the "cattle pens" that separate the buses of the various routes. This likewise applies those who arrive by bus—instead of being permitted to alight at the Ferry entrance they are taken a hundred yards out of their way in pouring rain and have to thread their way between onrushing jinrikishas and motor-cars before they can reach the shelter of the ferry. If they do this in perfect safety it is nothing to the credit of the traffic authorities. Here, again, the solitary constable has quite enough to do directing the traffic without having also to maintain order among the jinrikisha-pullers.

If the traffic is to be regulated on both sides of the Star Ferry as it ought to be, with a due regard for the safety of pedestrians, the traffic constables at present on duty will have to be supplemented—and that very soon!

In other parts of the Colony there is the same disregard for the safety of the pedestrian. At every opportunity jinrikisha-pullers, drivers of public cars, and chair carriers seem determined to exercise the right of way, heedless of the risk to life and limb of pedestrians, and in this they are aided and abetted by the present inadequate traffic system. It is time that some of our "experts" in regulating traffic were despatched on a mission to other cities in the Orient where they know better how traffic should be regulated, at night as well as day, and in wet weather as well as fine.

HONG KONG FAIRY STORIES

After the interport ping pong contests ludo and snakes and ladder interports will claim attention.

"Hundreds of people in Hong Kong were thirsty for days and days during the water shortage. (Shanghai Evening Post.)"

All the pictures at all the cinemas are worth double.

The Chamber of Commerce is to be asked to set the example by starting work at 5.30 a.m. and stopping at noon for good, thus abolishing the fifth hour.

A proposal is on foot to re-erect all the water tanks on the grass plots near the Hong Kong Club.

A free season ticket is to be presented to the patron who writes the best criticism of a week's pictures.

The final of the Water Polo League will be played on the football ground at Happy Valley.

The critics of the Government during the water famine are preparing a 10,000 word apology.

All the water slogans, paid so dearly for, are to be placed below the foundation stone of the next Theatre Royal.

Old Hatreds

The recent ugly reports of conflicts on the frontier between Bulgaria and Yugo-Slavia are indications of a dangerous state of affairs that has persisted with more or less intensity for many years, and is apt at any moment to flare into conflict. The Bulgars have bitter grievances against the Serbs to whom they lost territory after the second Balkan War in 1912, and after the Great War. A year ago, as the result of atrocities committed by Bulgarian comitadjis, the Yugo-Slavs closed the frontier. It has lately been re-opened by King Alexander of Yugo-Slavia as one of his acts of dictatorship, and the recent shooting is a consequence. As soon as the step was taken, travelling across the frontier became dangerous, because of the inflamed passions and suspicions of the villagers. The Serbs have been further inflamed against Bulgaria as two Croat leaders in the quarrel between Croats and Serbs, have been fraternising with the Bulgars. Both Governments desire peace, but there is always a danger that a wave of mob fury may overwhelm wiser counsels. It will take years for this historic Serbo-Bulgarian hatred to subside.

Beware of Russia

Mr. Ramsay MacDonald, the new British Prime Minister, whatever else he is or is not, is not a little Englishman. He accepts the Empire and not reluctantly, for what it is, as defined by the last Imperial conference. The Dominions are in no danger of being ignored because he is in office. That they will be freely and fully informed of what is doing at the Foreign Office and be consulted when matters of Imperial interest are concerned, he has already given his overseas colleagues positive assurance. That he will not be wanting in tact when necessity calls to reconcile differences which must inevitably arise between sovereign governments, must be taken for granted. At the moment, the future of British-Russian relations is giving the Imperial Government concern. It has long been known that Mr. MacDonald desires both diplomatic and trading relations with the Soviet Government restored. It is to be hoped, however, that he will not reverse the severance policy of his predecessors unconditionally. He has to go warily or he will be caught in the Moscow trap and the mischief may then be past mending.

Empire Resources

When Mr. Amery, till recently Secretary for the Dominions, was travelling in the Dominions, the burden of his speeches was the conception of the Empire as an economic unit, a commonwealth of trade within which each of the parts made that contribution to the wealth of the whole, which by race, tradition, climate and the nature of its products and industries, it was best fitted to make. The infinite diversity of the Empire's climates and natural resources, and the complementary character of these resources and activities, form the raw material of such a trade philosophy. Its realisation, however, is full of difficulty, and of these the chief is the "change of heart" in economic matters which would be necessary both in Great Britain and in the great self-governing Dominions. The prosperity of the United States is the great object lesson from which such a conception draws its argument of fact. In that great territory there are many climates, many types of natural resources, and great diversity of production. Throughout that huge area with its population of 120,000,000, there are no tariffs or restrictions of trade. Labour, capital, and industry are mobile, settling where the work can be done to best advantage. Moreover, there is throughout the United States a high standard of living, and a demand for betterment that expands quickly to the opening up of new resources and improvements in method of production. The population is keen-witted and energetic, speaking most of them the same language and living within the same kind of social and political institutions. To this combination of facts, beyond dispute, the prosperity of the United States is due.

THE "HERALD" CALENDAR

July 30, 1926.—Wireless telegraph service between Hong Kong and Canton resumed.

July 31, 1904.—Low level electric tramcars started off Shun-tung.

August 1, 1894.—China and Japan declared war.

August 2, 1922.—Swatow struck by severe typhoon.

August 8, 1928.—Mr. Frederick T. Kay, Health Officer of Port, Hong Kong, retired.

A "QUIET" NIGHT

In Midst Of Madding Crowd

NOCTURNAL BABEL

Oh! for the vast open places, the peace and quiet of the fragrant country beyond the "Pickle Factory" on the Castle Peak-road—but, alas! fortune has decreed otherwise and I must remain in that, shall I say salubrious, quarter of Kowloon, which on this occasion must remain nameless. Suffice to say it lies, as all advertisements pertaining to hotels, boarding houses, etc., which have accommodation to let on the Peninsula, usually state, "five minutes from the Star Ferry."

Here in the "quiet" evening hour I place my head on my pillow to rest a tired brain after the hard day's work, and I try to get forty winks before my second inoculation "jab" takes its usual effect, but, alas! those boxes with their "silent motors" burst forth and I am compelled to listen to all the latest fox-trots, organ solos, etc., from a countless assortment of gramophones which I am sure range from portables to "baby grands." To the west lies a block of beautifully arranged flats which seem to possess a countless host of the aforementioned machines. Their repertory is of a higher order and their renderings more generous and lengthy, pealing forth to the anguished ear with unremitting fervour.

My every mood is catered to, though not always applicable to the moment, but, by plugging one ear with cotton wool I can "change over" from the sad story of how poor "Crumit" "Learnt about Women from Her" and listen in to "O!O" clamouring for audience amid the Babel.

Two nights a week a "bunch of the village lads" go crazy and blossom forth in a form of harmony, anything but second to none, with such old stagers as "Nellie Dean," etc., which were very popular in those days "when men were men and life was but a single thread—to live again and to drink again with a man whom you thought was dead," and so the night drags on until the time when the "melodious" tenor bursts forth into song plus the loud pedal. Later, the youthful motorist must have his say, and he starts up his "dud" cycle, with exhaust full open, at the unearthly hour of 2 a.m.

To crown all, there is the regiment of cats who air their matrimonial views at all hours of the night—and believe me, they do work overtime!

Yet I don't complain about the unfortunate babies who are bothered with their teeth; they can't help it, and their efforts to drown their sorrows in sleep must be all in vain.

Early on Sunday morning, usually about 6.30, an organ peals forth its melancholy notes. It is not a case of the Lost Chord "where I strike one note of music" but a series of notes combined, which one soon recognises as "Abide with me."

Now, dear reader, do you wonder at my longing for the open places and the quiet solitude of the fragrant country? What I want is a silent air gun to rid this quarter of Kowloon of its nocturnal pests.

By the way, can you guess this locality?

—INSOMNIA.

KOWLOON GOSSIP

Although the Kowloon versus Happy Valley match was a counter attraction, there was a fair number of members out at the Kowloon Course last week end. The course was reported to be in good condition, although the fairways were marshy in places. Probably the best shot recorded was Mr. A. Tate's 25 yards hole out at the ninth.

A well known figure at the Kowloon Course, prior to the taking of his second at the third hole, threw off his hat, rolled up his sleeves, loosened his shirt collar, stamped on the ground with both feet, changed his mind twice as to what club he should use, told his caddy to watch the flight of the ball, coughed, shouted "Fore," and then let fly. The ball remained stationary, and spectators were astonished at what that well known figure said when a large cloud of turf flew into the air, and hit a Chinese passer-by, plump in the middle of the back.

At the 19th hole a member recorded that whilst he was home on leave he played on a well known Scottish course where there is a high wall to the right of the fairway of the 1st hole. He drove off after lunch and elicited very badly—his ball hit the wall "smack," but returned to the fairway, and he heard his caddy mutter "The devil aye tak's care o' his ain."

The number of members and friends present at the "Farewell to Sandy" on Thursday last at the Y.M.C.A. was indeed worthy of the occasion. The major part of the British population of Kowloon was there, and both the dinner and the concert were very successful.

Members of the Y.M.C.A. are greatly annoyed by the frequent thunders of the locomotives in the station in front of the building. Must all this noise be made outside the Y.M.C.A.?

The gentleman who, as indicated in our last edition, returned from the Kowloon Golf Club clad only in a long mackintosh and puttees, will shortly be allowed to return to the Colony.

Overheard on the ferry—
1st Passenger: "I guess this Kowloon-dammy heat is unbearable. In my home town it is real hot. It is fire, and you can stand it."
2nd Passenger: "Yes—and that reminds me. During the War I heard

some soldiers discussing the comparative merits of the climates of their countries. "In my country," said the Australian, "it is hot, but as it is dry, you can stand it." The Canadian indicated that in his country it was cold, but as it was dry "you can stand it." "Bogorra!" "Bogorra!" shouted the Irishman, "In my country it rains, but as it is dry, you can stand it."

LIBEL ON MACAO

Described As "Pirate Isle"

FAIRY TALE FROM HOME

"The People," a London weekly paper, publishes the following grotesque telegram from its Liverpool correspondent:

An Indian potentate, acting through a Welsh solicitor, has put an amazing proposition to Mr. W. R. Moulds, a local estate agent.

If Mr. Moulds helps the potentate to purchase the island of Macao, near Hong Kong, he is to be appointed Chancellor. The would-be island king offers to pay for the island in instalments stretching over two years.

He intends to transform Macao from a pirates' refuge into an Eastern Monte Carlo. Specifications for a palatial casino have been taken out and the prospective King of Macao declares he will empty the island caves of pirates and smugglers. In their place he will instal armed Gurkha guards.

Mr. Moulds thinks it is "too romantic and too much like a musical-comedy setting to attract me." It may be left to the Portuguese Minister in London to refute this gross libel on Macao!

SEDITIONARY WRITING?

"Down with Imperialism. Long live the Third Internationale." The above was included in a charge heard at the Central Magistracy yesterday against a Chinese, described as a house "coolie" of No. 196 The Peak, of writing seditious literature on a transformer box at Jardine's Bridge, The Peak. Accused was also charged with damaging the box.

The case was remanded until to-morrow.

TENDERS ACCEPTED

It is notified that the following tenders have been accepted:—
The Netherlands Harbour Works Co., Ltd., of 97, Des Vaux-road Central, Hong Kong, \$16,028.75 for Construction of Rubble Foundations for the Cross Harbour Pipe, Line G. N. No. 8, 199, Messara, Ma Yiu Ting, \$5,408.44 for the construction of a New Siding at Fanning Railway Station.

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Peak Tram Station Store, Low Tram Station
Lee Yee, 12, D'Aguiar Street
Excelsior Co., 5, D'Aguiar Street.

Hongkong Sunday Herald.

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HONG KONG, SUNDAY, JULY 28, 1929.



DINNER AND RECEPTION.—At the Ka Ping restaurant on July 21, when the South China Athletic Association entertained the baseball team of Meiji University, on a visit to Hong Kong, after a tour of America and Europe begun in March. Hong Kong were no match at baseball for the skillful Japanese. (K. Fujiyama).



LL. J. R. Laing, late Welch Regt., and Miss Marjorie Ruth Exham, daughter of Col. F. S. and Mrs. Exham, who were married in St. John's Cathedral on Monday. The reception, at No. 373, the Peak, was very fashionable. (K. Fujiyama).

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TENNIS LEAGUE MATCH.—In division "B" on July 26, when the European Y.M.C.A., on their courts at King's Park, lost to Nippon Club by three sets to six. Above, the two teams. (K. Fujiyama).



MEIJI UNIVERSITY BASEBALL TEAM.—The Japanese "cracks" who defeated "All Hong Kong" last Sunday, at Happy Valley, by 17 runs to nil. (K. Fujiyama).

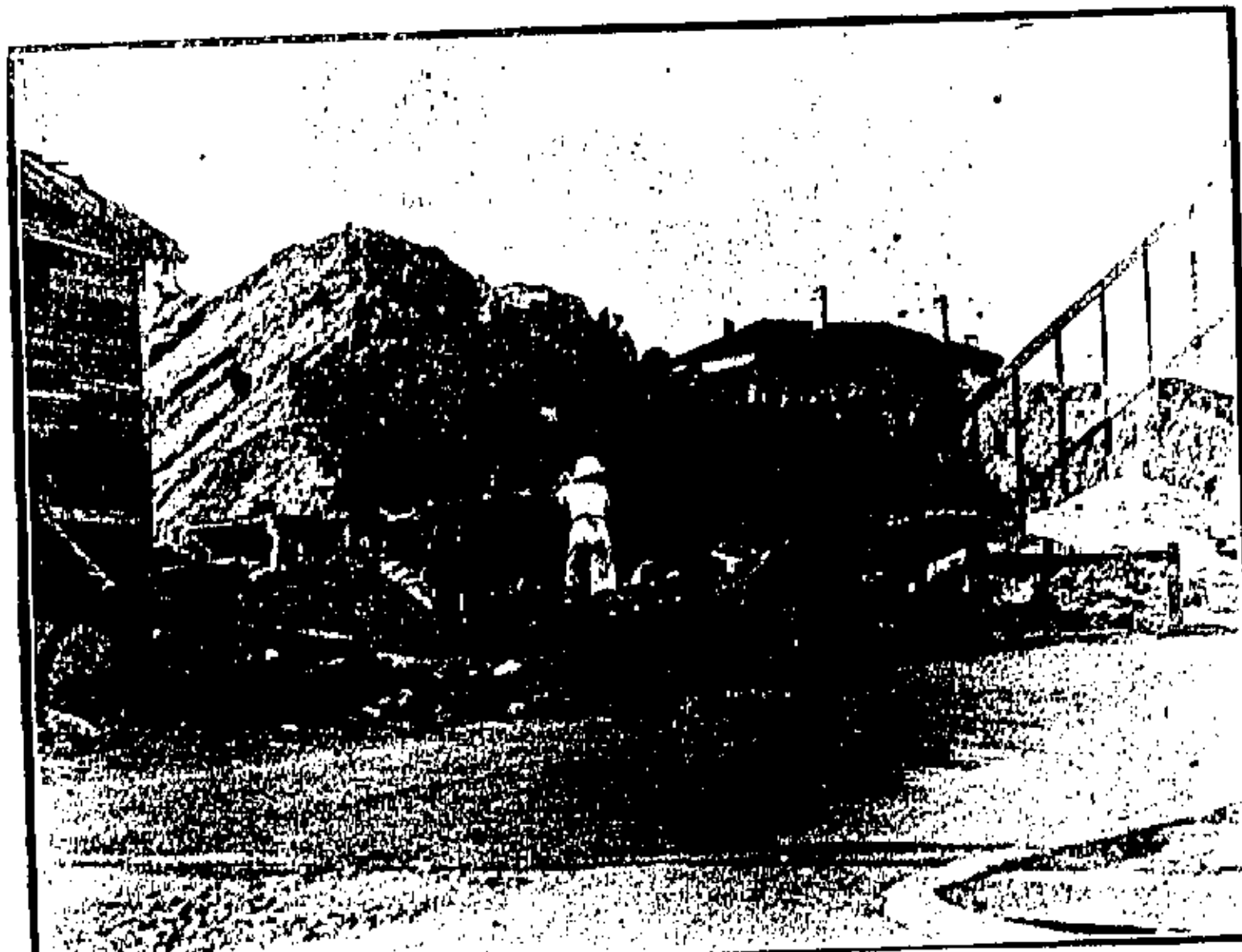
TYPHOID PREVENTION

That impure milk is responsible for TYPHOID is a known fact but let us drop you a hint, be immune from this kind of disease by using or drinking only

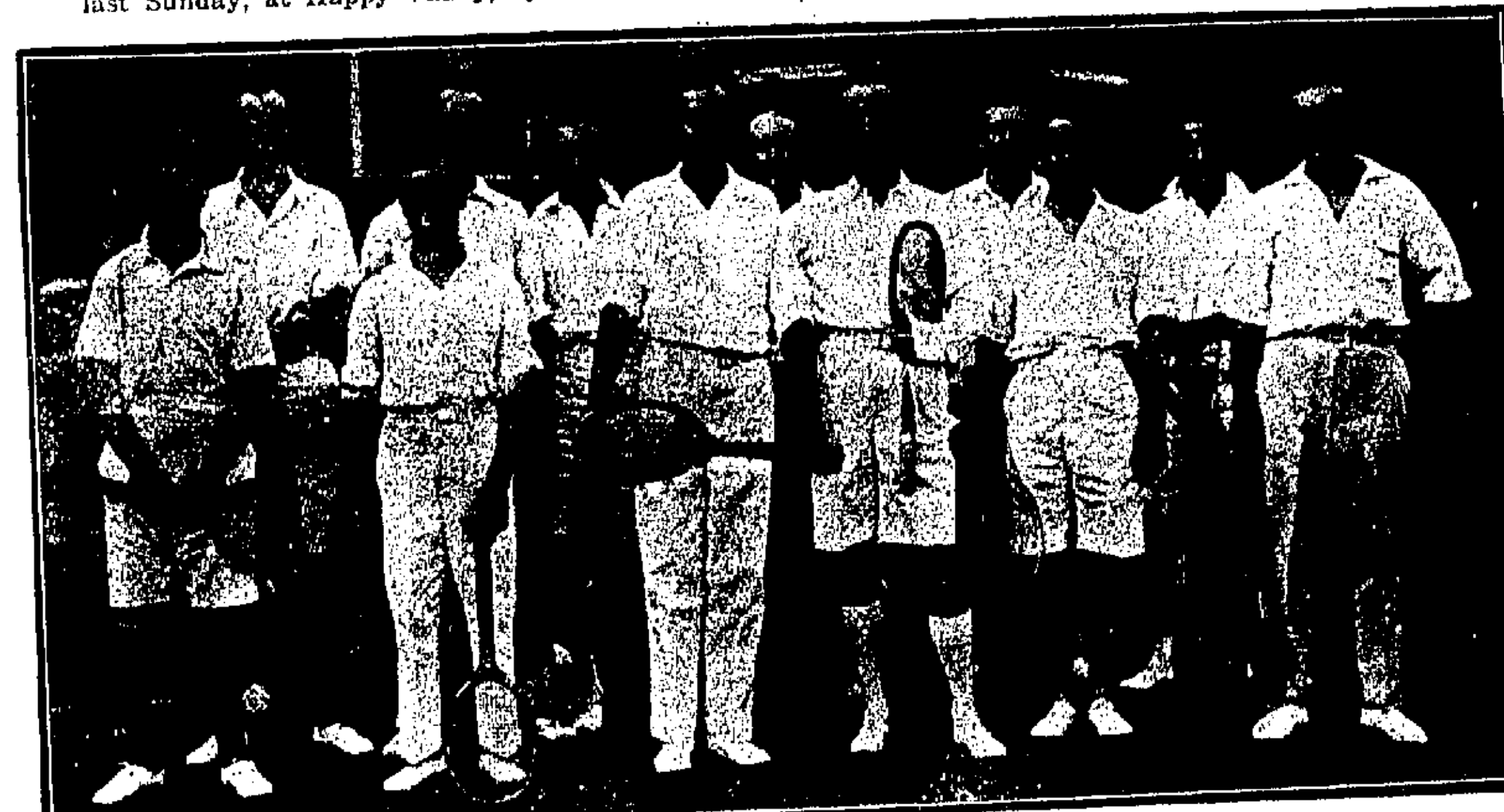
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A NEW HONG KONG HOSPITAL.—Excavating work in progress on the site at the Peak of the new hospital or nursing home which is to serve as Hong Kong's war memorial.



UTILITY COMPANIES' SPORT RIVALRY.—Teams of six a side from Hong Kong Tramways, Ltd., and the Hong Kong Electric Co., Ltd., met in a lawn tennis match at the Craigengower Cricket Club last Sunday. The Tram Co. won. (K. Fujiyama).



AMERICAN MEMBERS OF "FOURTH ESTATE" ENTERTAINED.—The party of American journalists visiting China were guests of honour at a large tiffin party given in the Winter garden of the China United Apartments by the Chinese Ratepayers' Association of the International Settlement of Shanghai. Mr. Wang Shao-lan, who presided, delivered an interesting address of welcome to which appropriate responses were made by the distinguished visitors. (C. H. Wong Studio).



DRAGON-CHENALLOY WEDDING.—Bride and bridegroom being showered with confetti on leaving St. John's Cathedral on July 20 (upper picture), below, the happy couple entering their car.—Photos by courtesy of Hong Kong University Amateur Photographic Club.



MISGUIDED INGENUITY AND ART.—The twisted banyan tree "brought up" in a strange manner by Chinese gardeners and, in left centre of foreground, artificial birds made by Chinese plasterers, one of many scenes of wonder at Lee Garden, East Point.



GWEN LEE.—One of those appearing in "The Baby Cyclone," at the Queen's cinema to-day and to-morrow.



TIFFIN PARTY TO FRENCH MINISTER.—M. Comte de Martel, French Minister to China, was guest of honour at a tiffin party given by Mr. S. K. Chen, Director of the Shanghai Office of the Ministry of Foreign Affairs, at No. 820, Avenue Joffre, Shanghai, the private residence of Mr. Chen. French-Chat, compradors of Messrs. Butterfield and Swire. The tiffin was attended by many prominent Chinese and French officials and merchants, including a number of ladies. (Ah Fong).



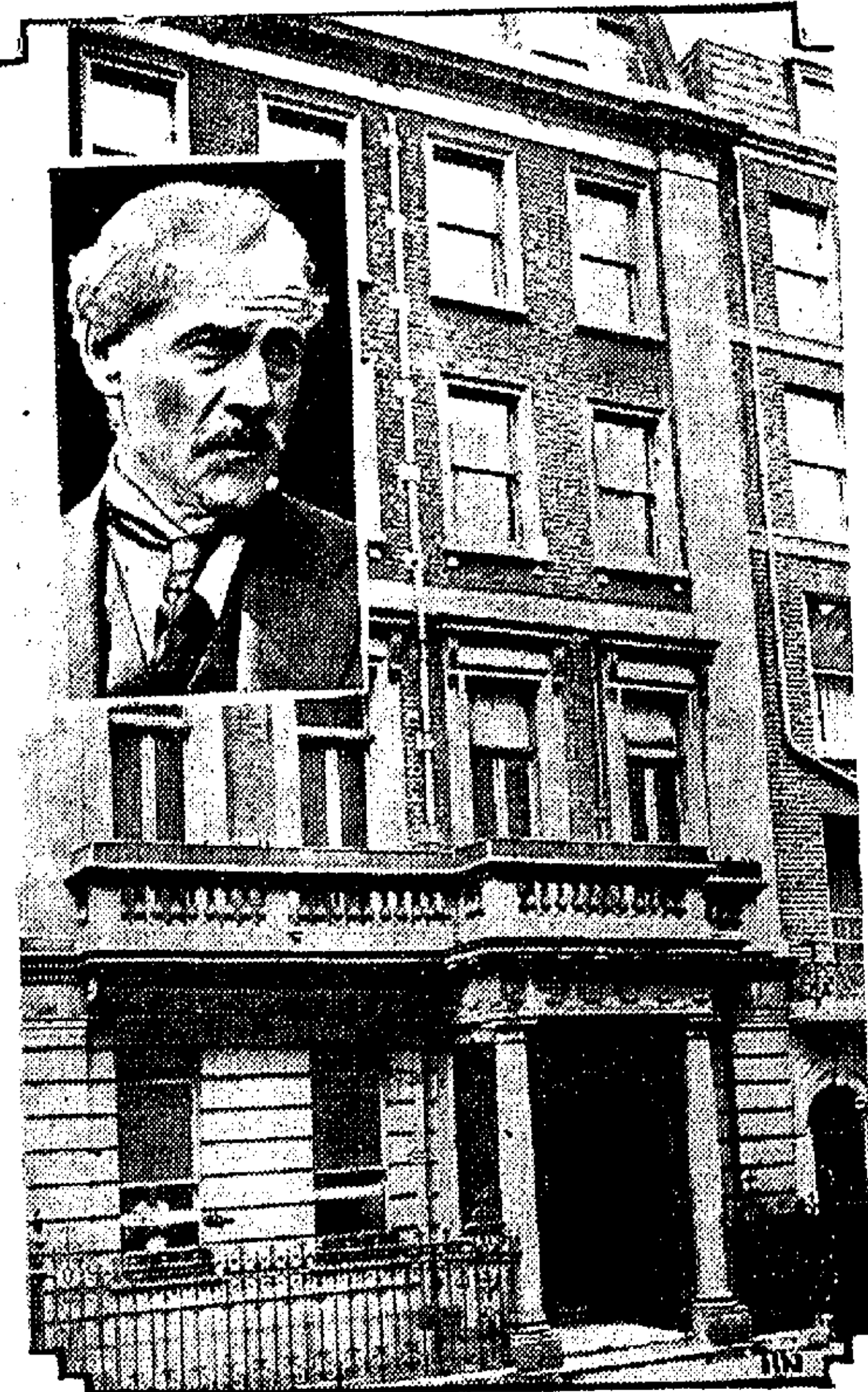
FAMOUS DOG FILM "STAR."—Rin-tin-tin, in one of many thrilling episodes in "Tracked by the Police," which will be the featured attraction at the Star Theatre, Kowloon, from Thursday to Saturday.

A large group photograph of the 1911-12 football team. The team consists of approximately 50 individuals, including players and staff, posed in several rows in front of a building. The building has a prominent cross on its wall. The players are wearing white football kits with dark socks and shoes. Some individuals are wearing dark suits. The photograph is framed by a decorative border.

On left. — Chinese Radio School Opens. — The official opening of the new Shanghai and Woosung Radio School at No. 74, Route des Sœurs, Shanghai, was recently celebrated and was largely attended by representatives from various Chinese commercial, political and educational organisations. Mr. Chang Fan, Principal of the new School, presided at the dedication.



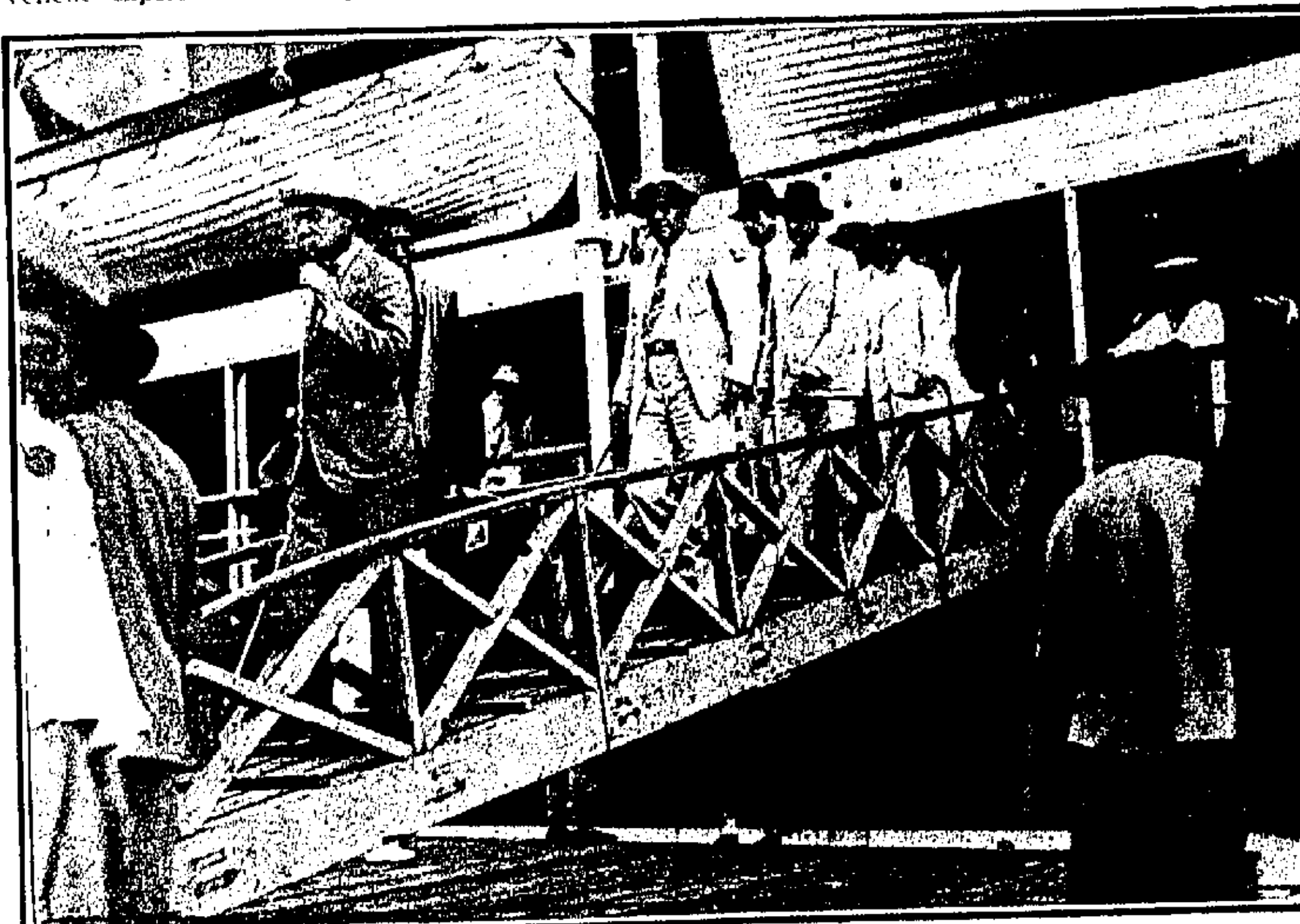
Naval Reduction Talks. With the arrival of Ambassador Gibson from Brussels the naval reduction conference entered another phase. Ambassador Gibson sat in the 1927 conference at Geneva and Ambassador Daves wants his advice. Premier Ramsay MacDonald, after shaking hands they held their now famous talk regarding the reduction of naval armaments.



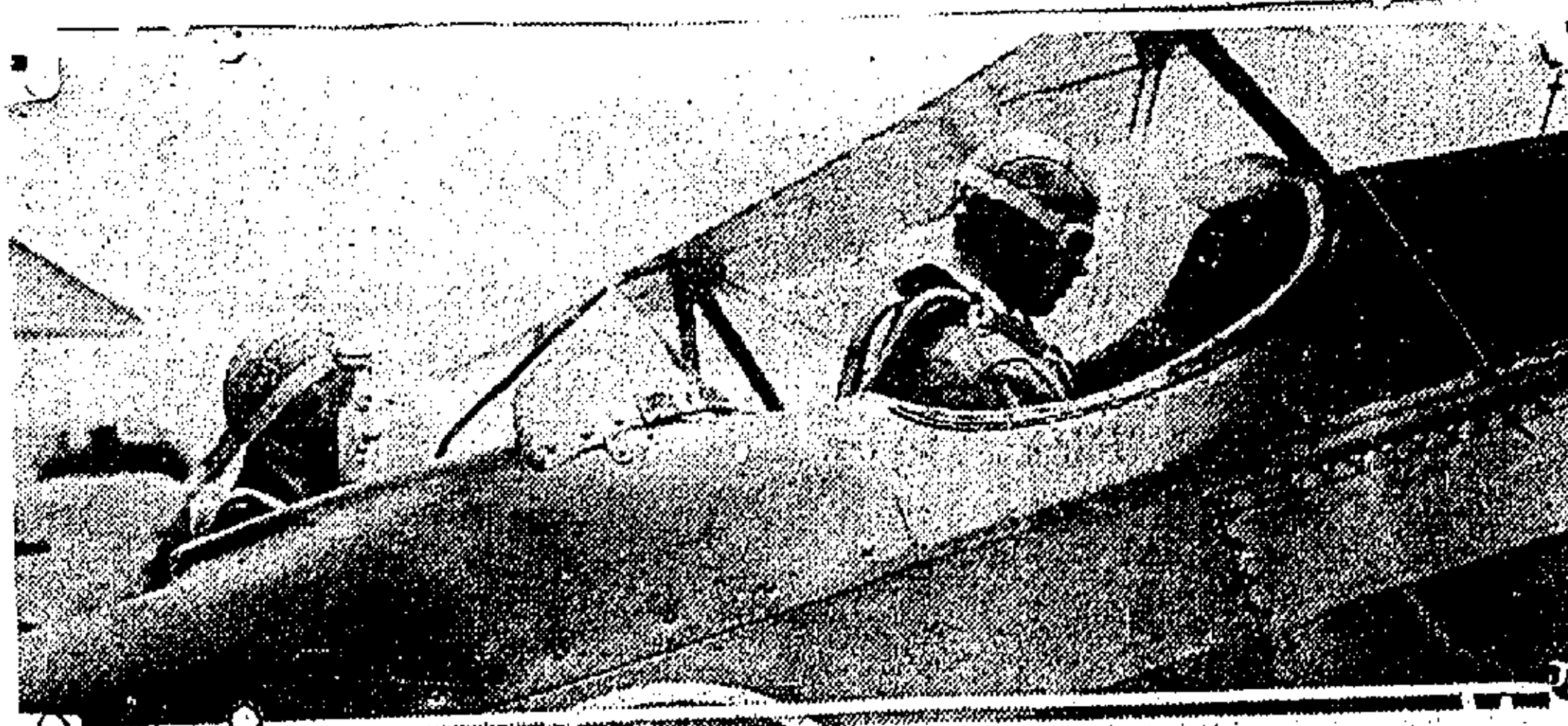
Mr. Baldwin's New Home.—This is No. 10 Upper Brook Street, in London, which is occupied by Mr. Stanley Baldwin, ex-Prime Minister, since he moved from No. 10 Downing Street. Ramsay MacDonald, present Prime Minister, inset, with his daughter, Isabel, his hostess, has taken over the residence of the Prime Ministry at No. 10 Downing Street.



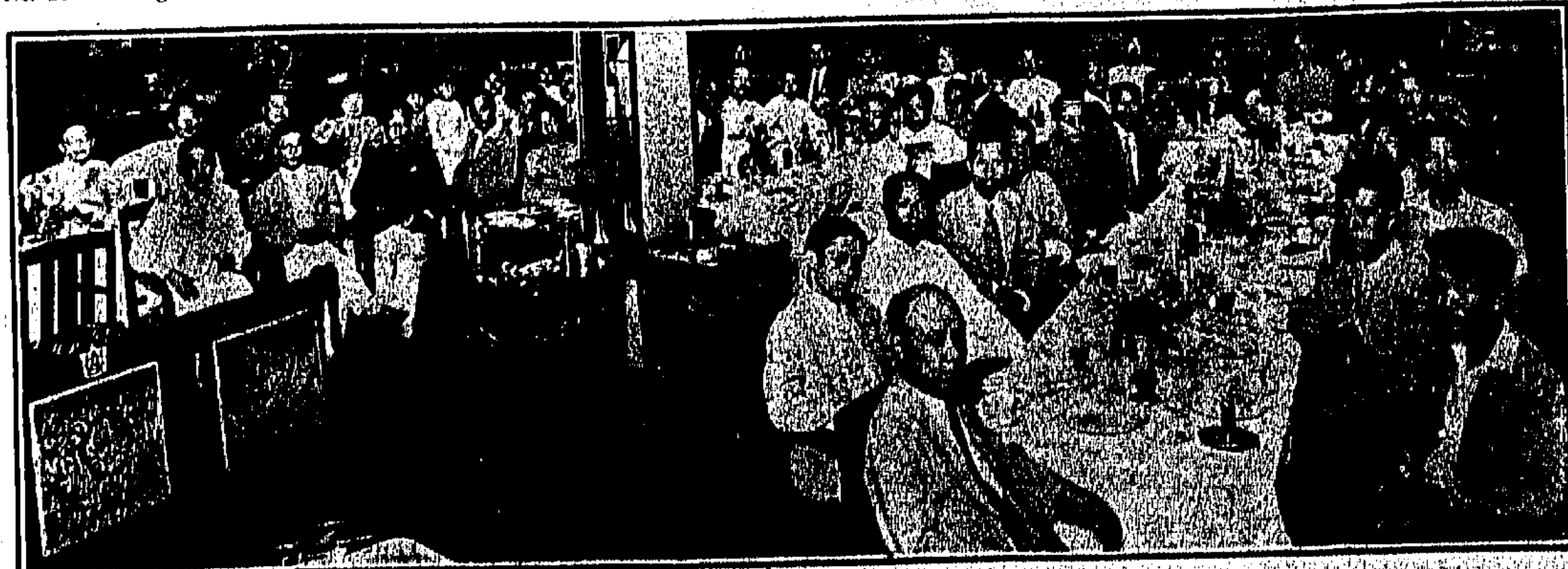
span across Hudson river.—A slim footbridge reaching from shore to shore of the Hudson River between New York and New Jersey is the first step in the final span which will carry thousands of motorists between the two States. Upper left shows one of the engineers examining the anchorage of one of the cables supporting the footbridge. James Bowers, center, veteran bridge worker, has labored for 30 years supporting the footbridge. Below him are the swaying cables over the river as do some of his bold companions below. Among the engineers on the great span is Lieutenant R. L. Hill, right graduate of West Point, who is gaining excellent experience working as a labourer.



American Newspaper Men Arriving in Shanghai.—Representatives of twelve leading newspapers of the United States, who are making an unofficial tour of the Far East, photographed on the s.s. "Sakaki Maru."—(C. H. Wong Studio).



Lindy and Bride Fly.—With all those 'planes around, Lindy just couldn't resist the temptation, and it didn't take much coaxing to get the former Anne Morrow to fly, either. Here are the two love-birds just before taking to the air at Mitchel Field, L.I.



On left.—Reception to Educational Commission from Mukden.—The Educational Commission of Mukden went to Shanghai on their tour of investigation of educational development in the South. In Shanghai, the Commercial Press, Ltd., entertained the Commission at a reception held in this Winter Garden of the China United Apartments. The Commission is headed by Mr. Wang Hsun-yih. Dr. Hu Shih was also present as a guest. Mr. Wang Yun-wa, president of the hosts. (Chung Hwa Studio).



NOBODY'S IMMUNE

Too many men and women ignore the fact that sooner or later they may pay the price of neglect. They brush their teeth faithfully and floss. Yet, health, youth and beauty slip away. And here's the reason: Gum. As healthy as the gums. And gums must be brushed daily, morning and night, if they are to resist such dread diseases as Pyorrhea, Gingivitis, Trench Mouth. When once contracted only dental care can stem advance of these diseases.

As a measure of protection brush your gums vigorously with the dentifrice designed to help keep them firm and sound. . . . Forhan's for the Gums. . . . When you have used Forhan's for a few days, you'll notice a distinct improvement in the way your gums look and feel. In addition, the way this dentifrice cleans teeth and helps to protect them from decay will delight you. Start using Forhan's today. And see your dentist every six months.

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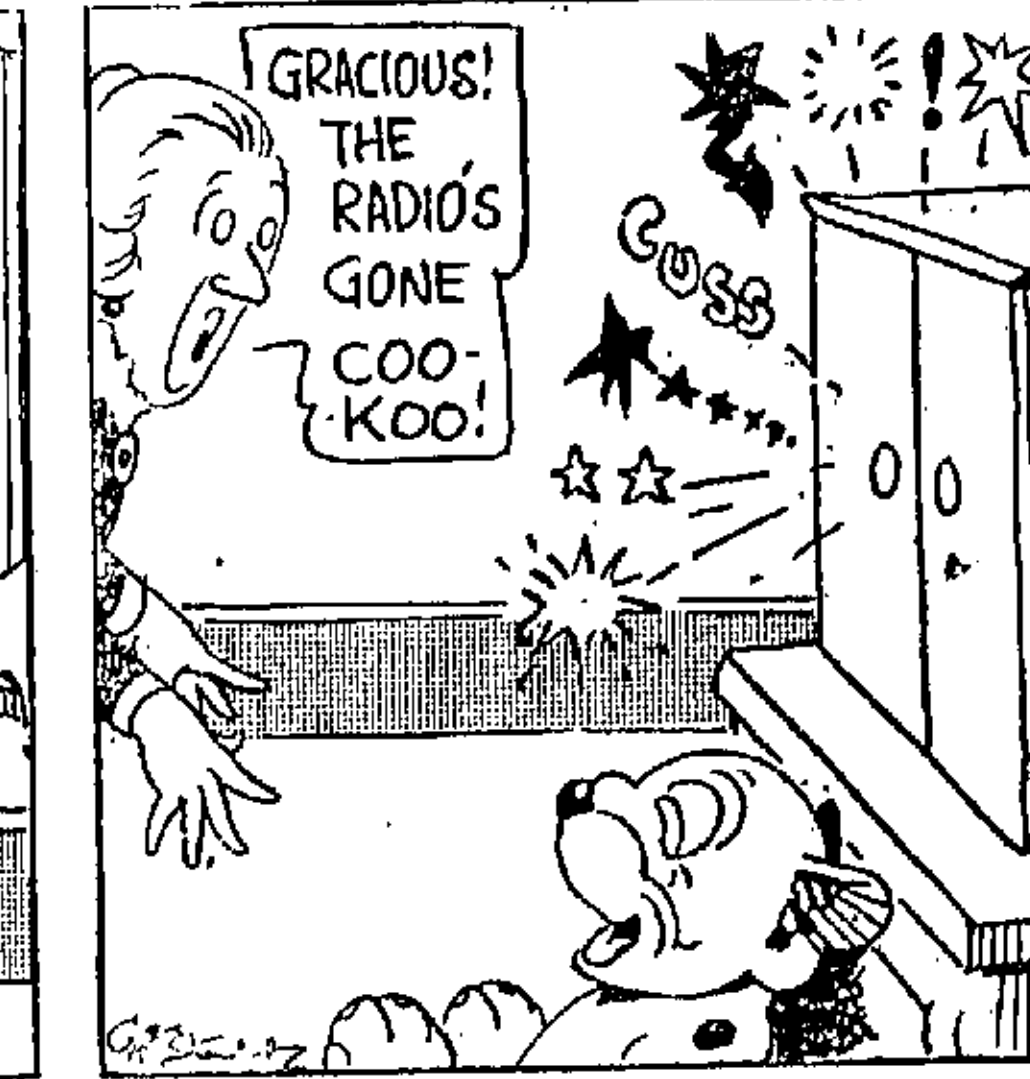
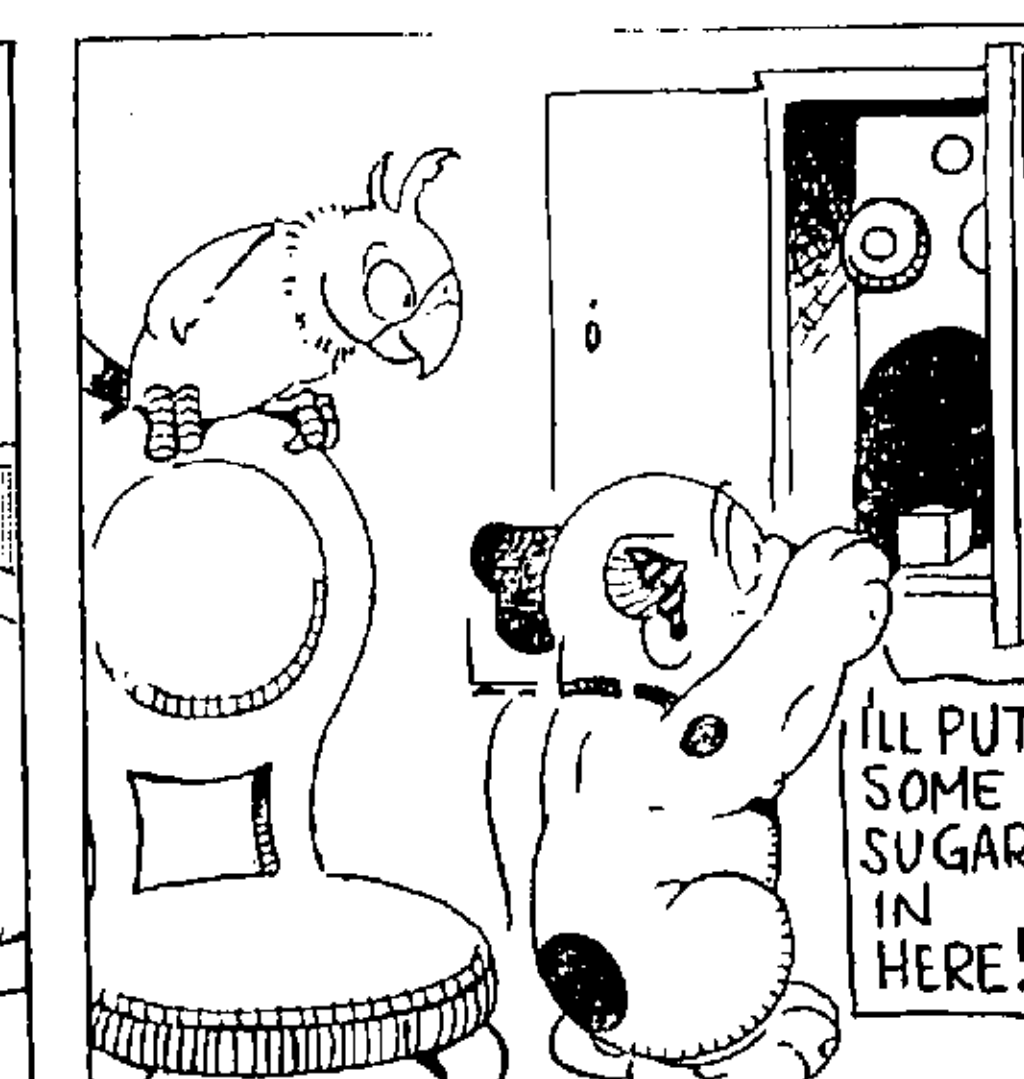
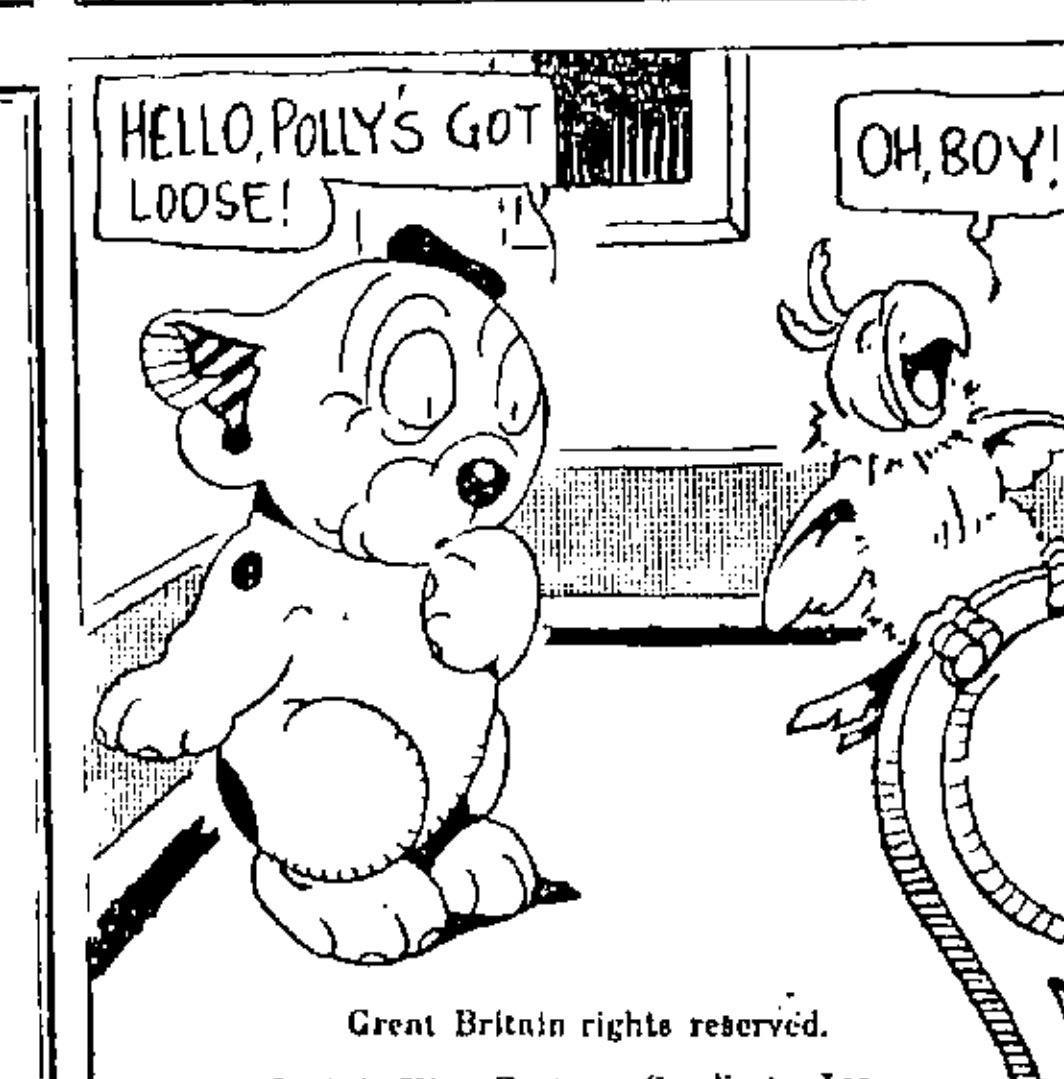
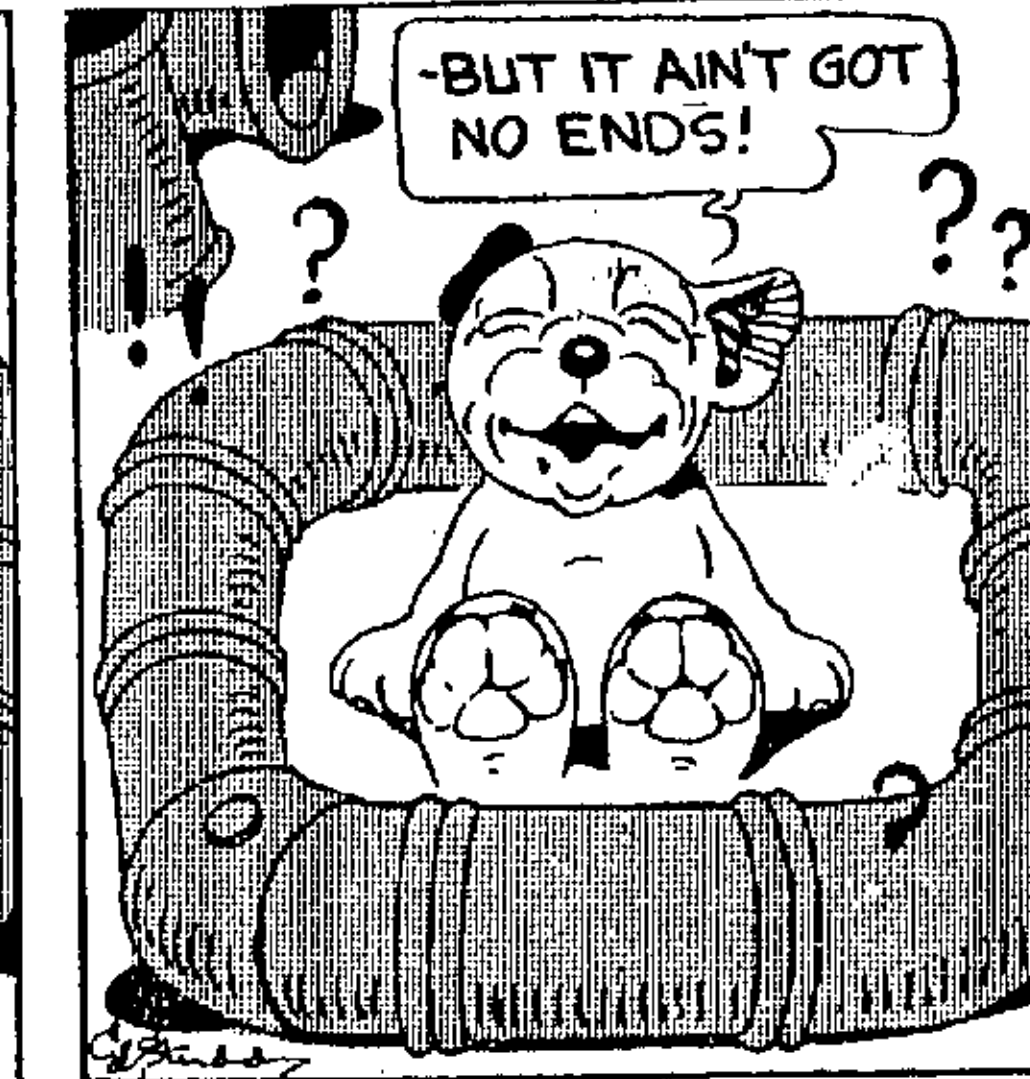
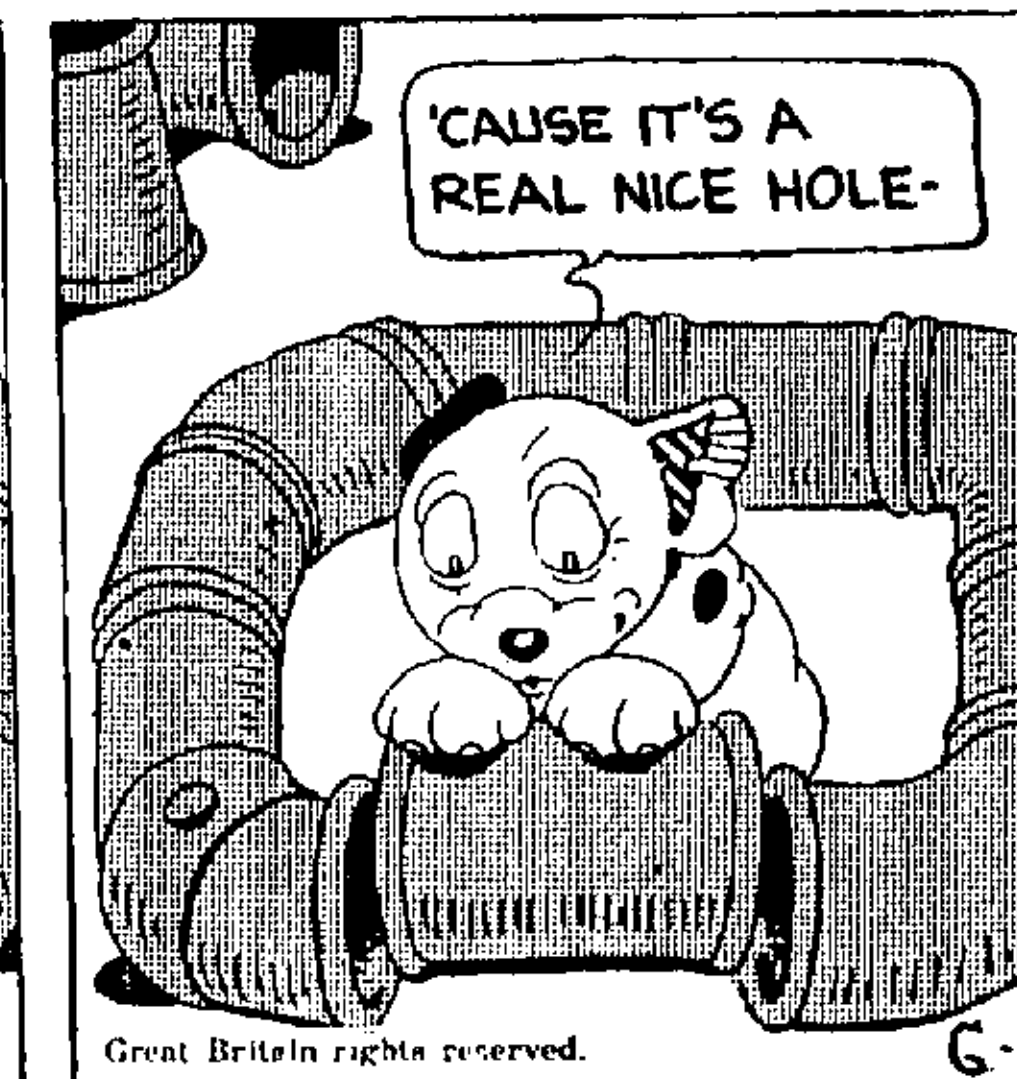
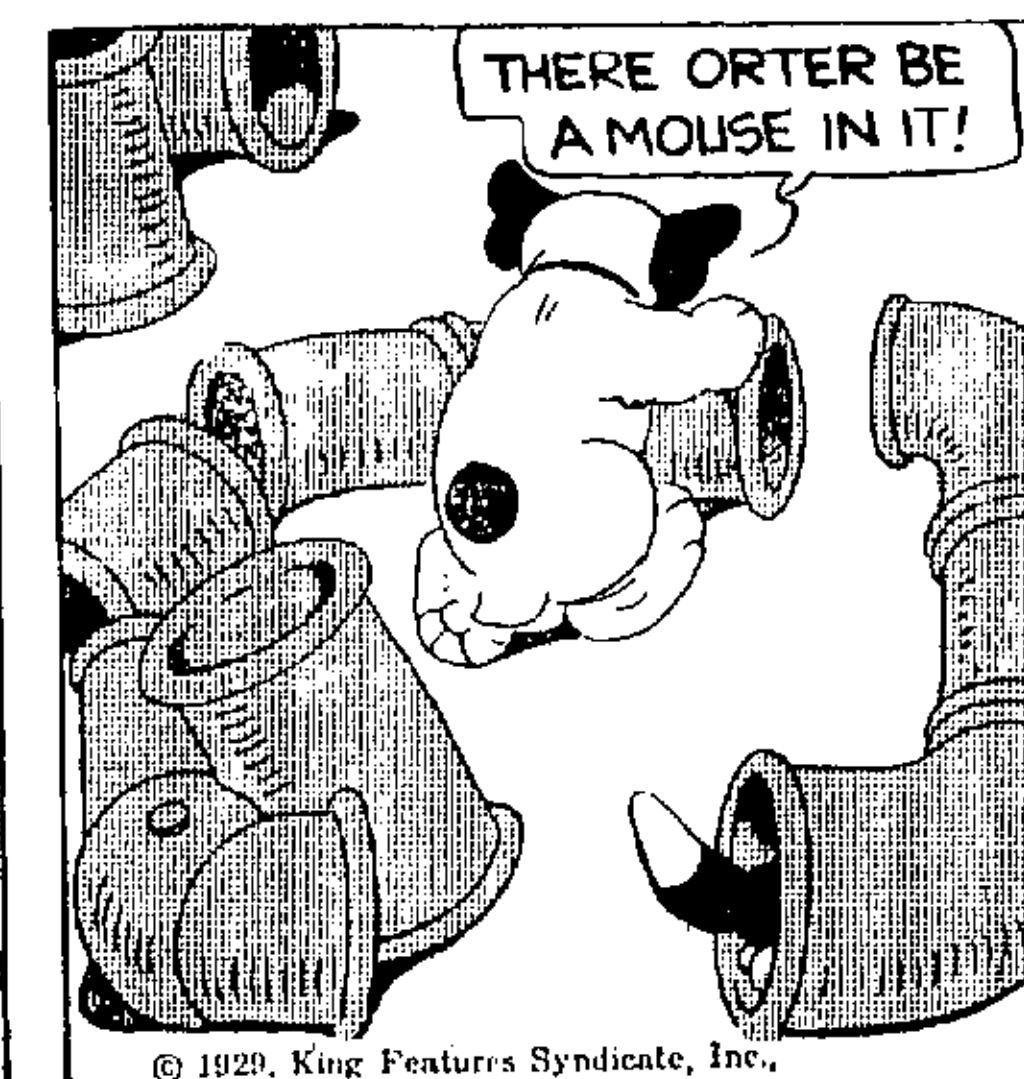
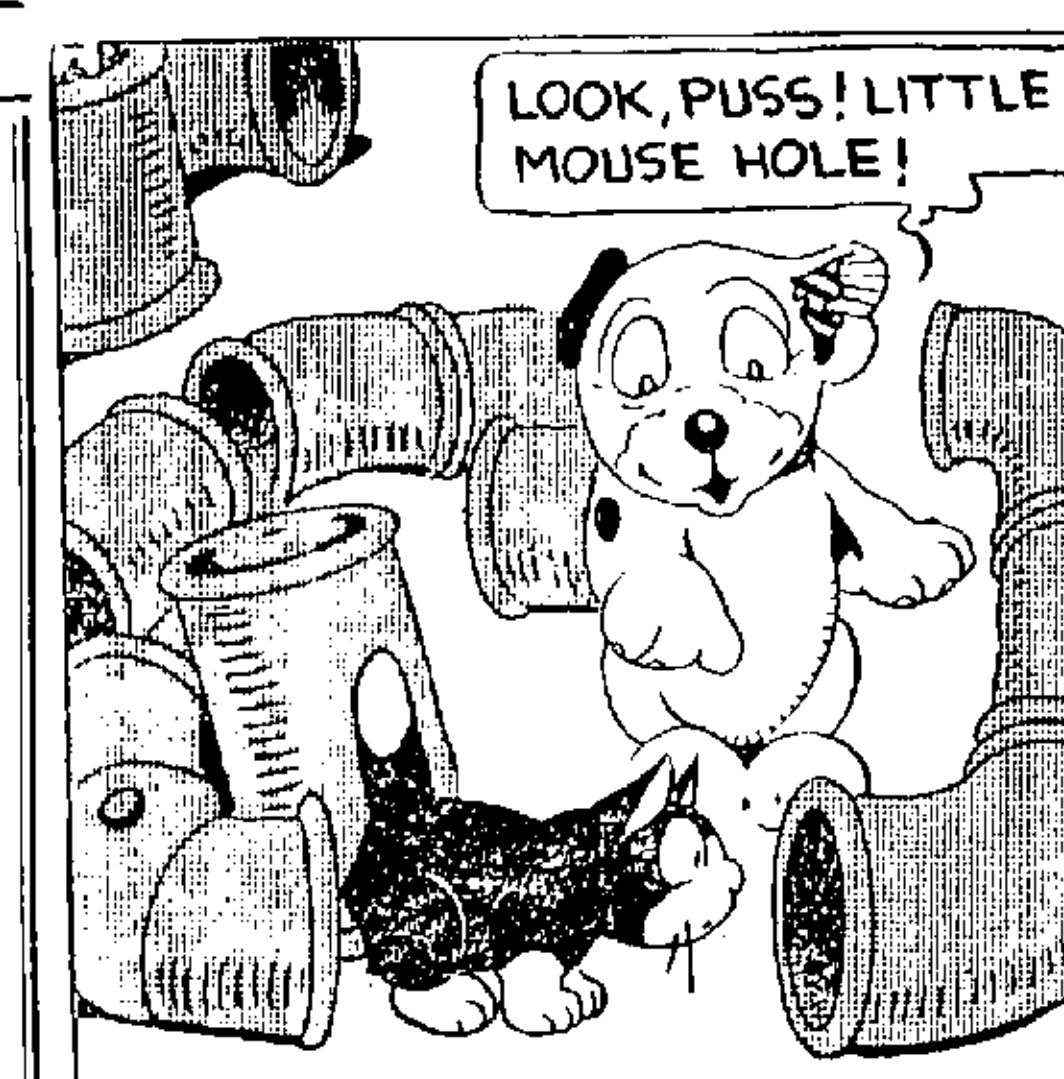
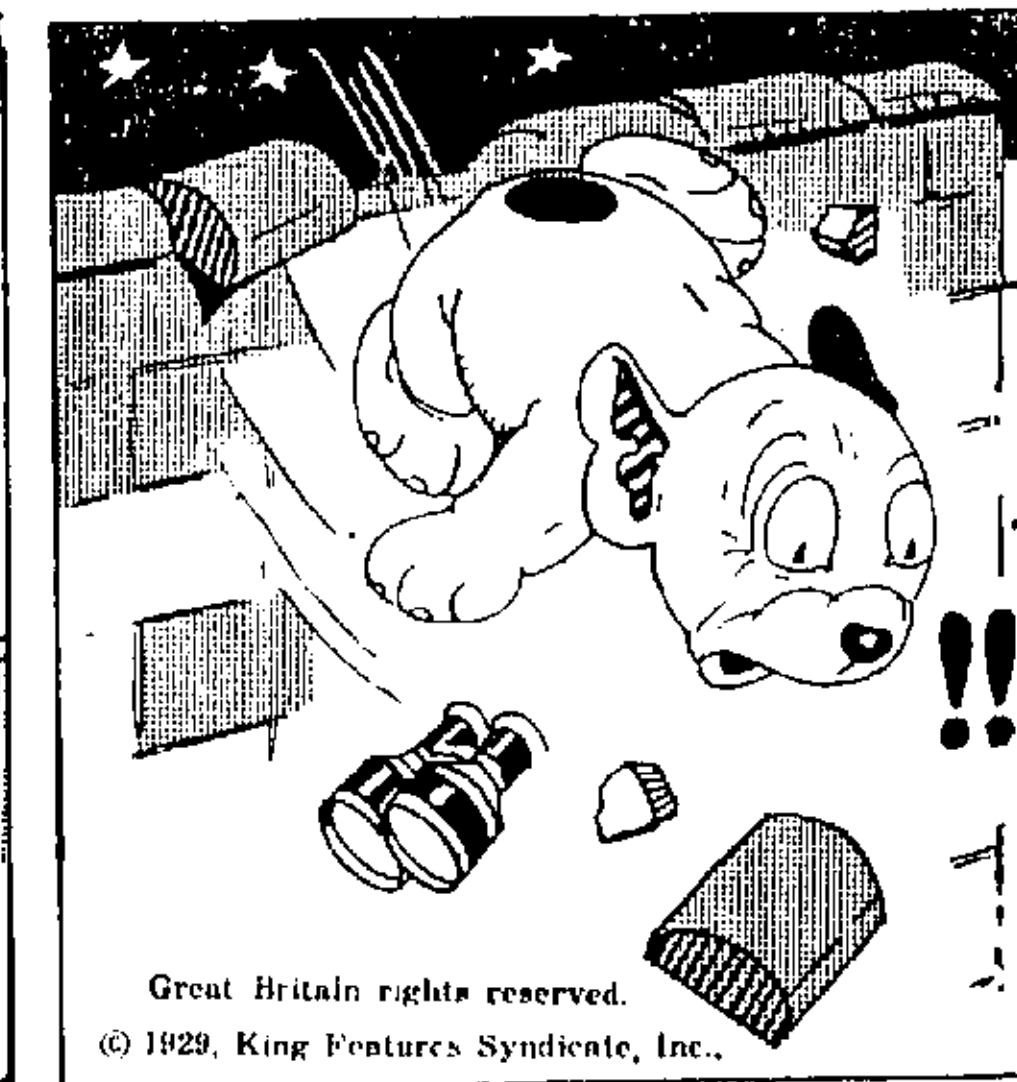
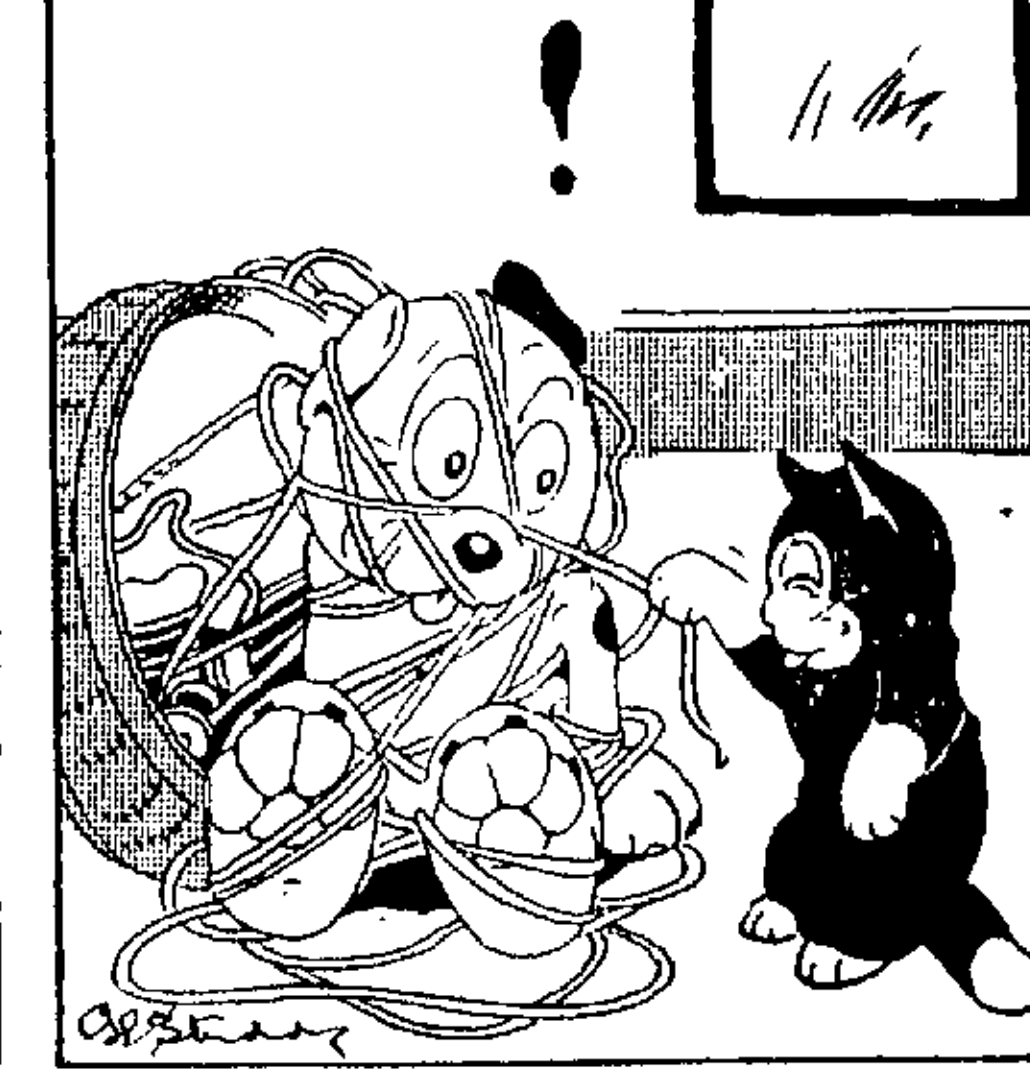
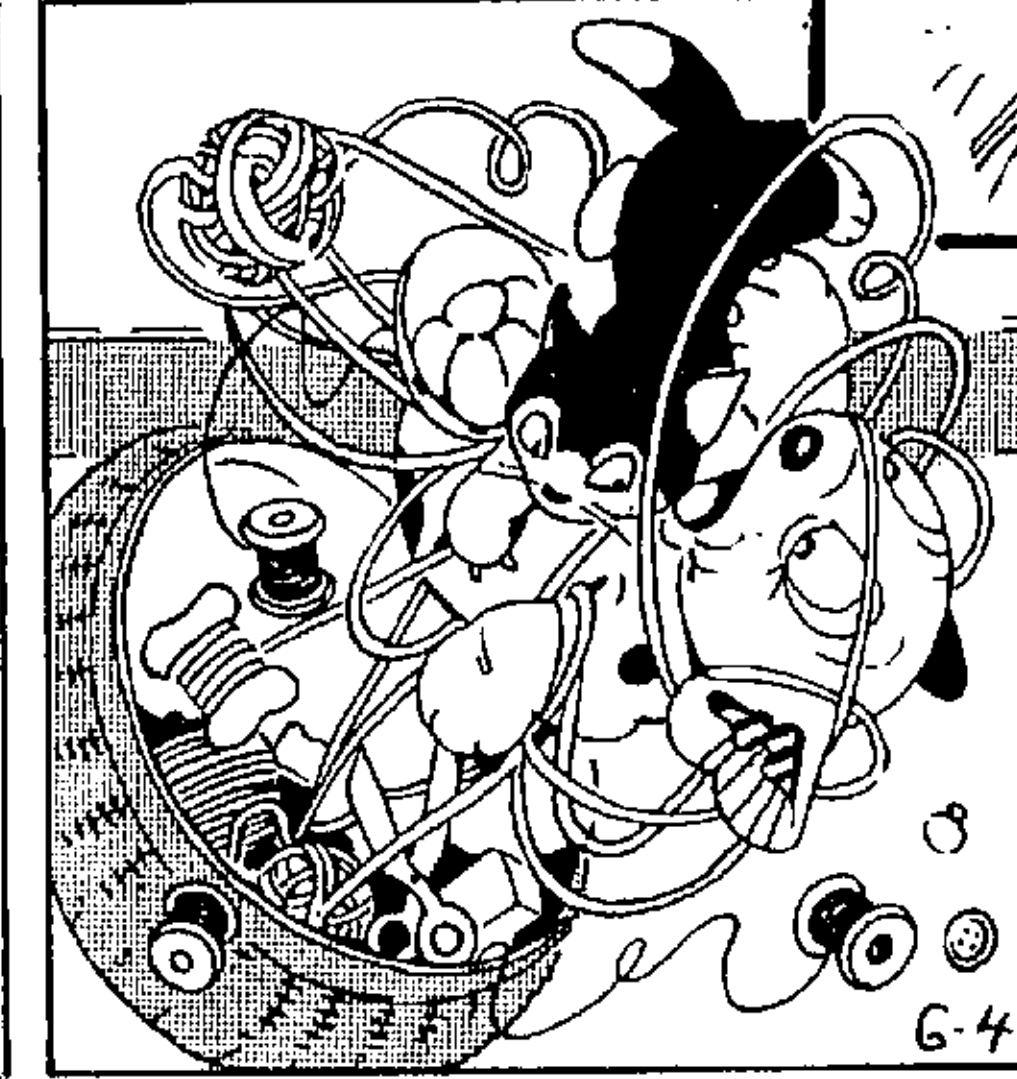
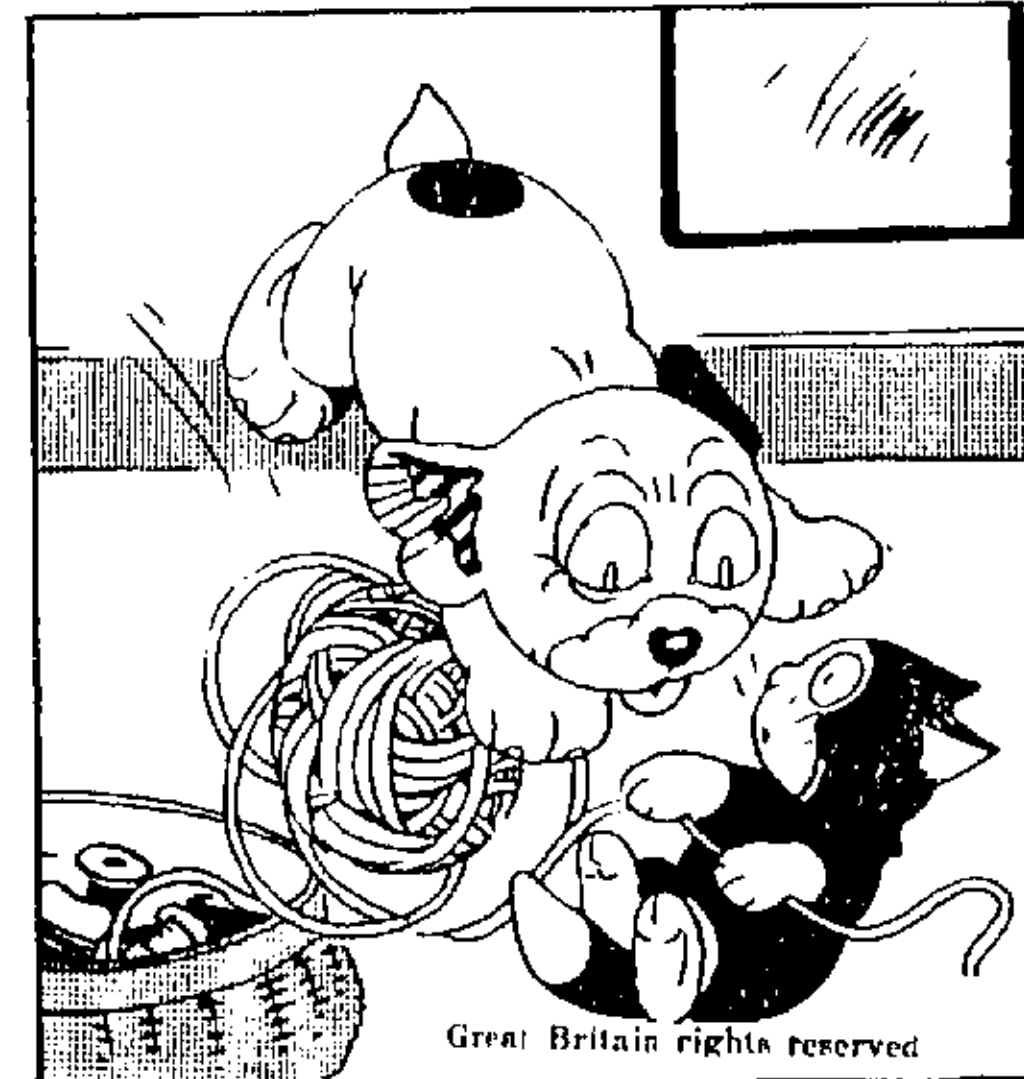
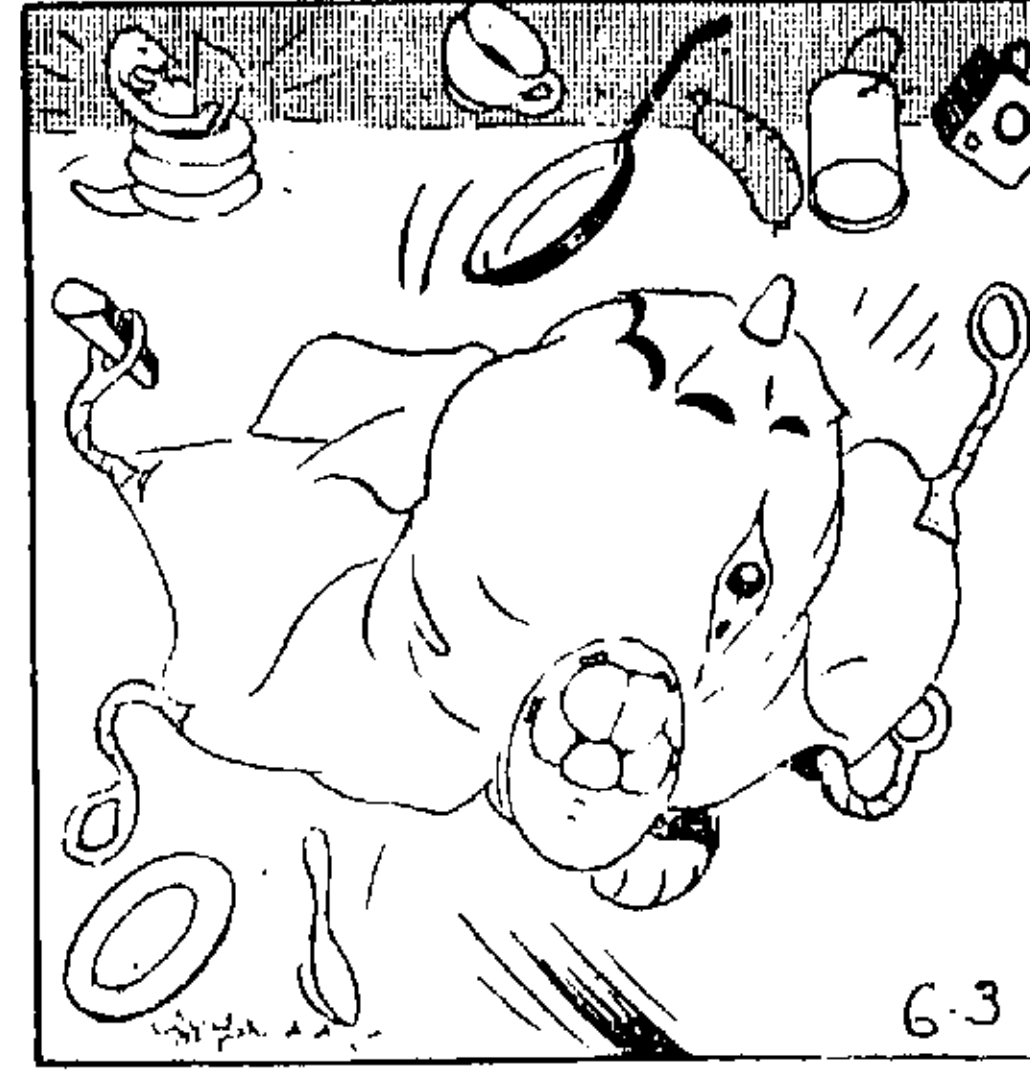
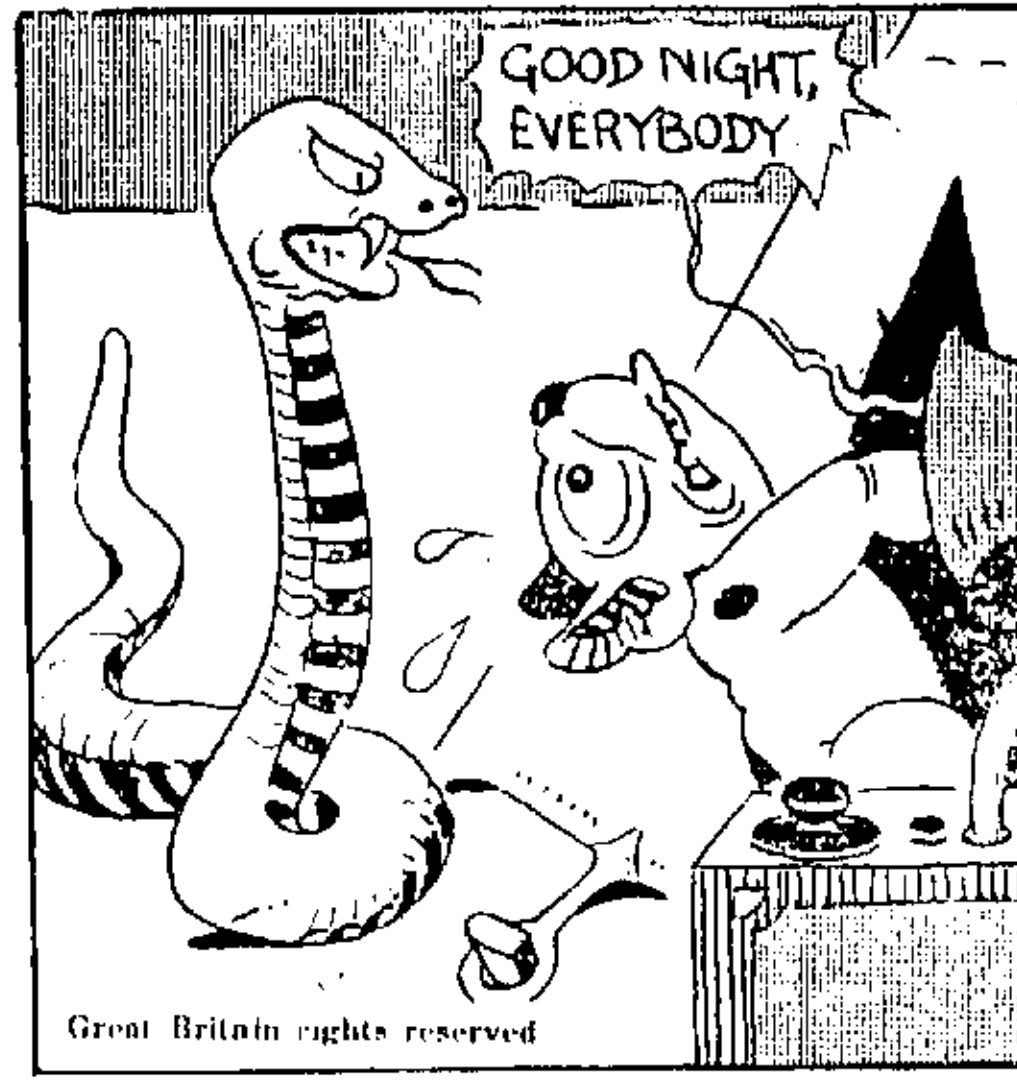
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BONZO

By George Studdy



THE FINEST
SIGHT
IN HONG KONG



WHITEAWAYS
SALE
STARTS TO-MORROW

EASTERN SILHOUETTES

Strange Case Of The American Lady

Some time after I heard the story of 'Toi San', I had the pleasure of meeting Travers. It was in the course of business. I, being a policeman, had command of the Passport Office and he came in to see me.

It was about the 'dossier' of a Mrs. Ralph Stanyon, an American lady with an unfavourable reputation. After discussing her case, we drifted into conversation and eventually parted on quite friendly terms.

We met often after this. I had recently been transferred from Singapore and being a newcomer to Hong Kong, had a limited circle of friends. Travers was a welcome addition and my sister Collette took it upon herself to "mother" us both. One evening, while we were indulging in sundry iced drinks on our verandah, Travers again brought up the question of 'the American lady'.

"Do you remember a conversation we held some time back about Mrs. Stanyon?" he asked.

"Yes. But I thought that as she was the wife of an American Naval officer," I replied, "we had no jurisdiction to interfere."

"That's the devil of it. We know she is a bad hat, and Hong Kong would be well rid of her. And now I've just had information that she peddles 'dope.' Where she gets it from, I know; but to whom she disposes of it is a bit of a mystery. Her husband keeps as far from her as possible. Unfortunately, as long as he recognises her as his wife, we can't send her out of Hong Kong as undesirable."

"I heard at the Club that she deals in drugs," Collette interposed. "And also it is quite easy for any of us discreetly to approach her and get it. Of course, you have to pay a pretty stiff price."

"No, I don't think she would deal in it so openly," Travers replied. "I have my suspicions that she introduces her friends to cocaine in a well-known manner. One of her friends has a headache. Mrs. Stanyon sympathises and gives the sufferer a powder to relieve her. That is how the deed is accomplished. I wonder how many unfortunate women she has initiated into the delights of cocaine?"

"Personally, I think it's disgraceful and I wonder she is allowed to stay in Hong Kong," Collette said with an expression of disgust. "Isn't there some way, Mr. Travers, something you could do, to prevent it. A woman like that deserves gaol!"

Travers smiled, lit a cheroot, then looked out to sea. For a while nobody spoke, then Travers turned round and looked at me hard.

"I have an idea, but it will need your co-operation," he said. "Another thing, you'll be breaking unmeten laws. Besides, you're a police officer and there would be the deuce to pay, if we failed. I'm afraid Hong Kong would become too hot for us."

We had a hearty laugh, then Collette took the matter up seriously. "Well, Mr. Travers, in for a penny, in for a pound. What about discussing the matter in a business-like manner?"

"Here we are then," Travers responded, "I suppose you people are aware that I have the reputation of being a 'Matheson Lang' in the matter of make-up and disguise? You, Miss Brown, are acquainted with Mrs. Stanyon. Now, we'll fix a day for you to meet Tan Ong-kee, an old friend of yours from Shanghai. You will contrive to have Mrs. Stanyon with you at the time. You will introduce me. The rest you can leave in my hands."

"If that is all the co-operation you will need," Collette said with a mischievous smile, "I don't see how we shall be committing any crime? Nevertheless, you haven't told us what is going to happen afterwards."

"You can depend on me serving out a mete and fitting punishment to the lady in question," Travers grimly concluded.

The next day Collette was out shopping, met Mrs. Stanyon, and accepted an invitation to go along to her flat for a short while before driving home. It was three in the afternoon when my telephone rang. "Is that you Bert?" I heard my sister murmur feebly. "Can you come round to the bungalow for a minute?"

When I arrived I found Collette in a state of collapse. "What's up?" I asked "where have you been?"

"Mrs. Stanyon's," she whispered, "I met her in Powells, and went to her flat. I had a squish and shortly after, felt violently ill. I was given a powder to relieve me. You'll find it on my table, I didn't take it."

I walked to her toilet table,

picked up the packet and examined it. The moment I arrived back in office I sent it to Travers for analysis. In the evening I received his report as follows.—

"Thanks for the dope. It's a compound of heroin and cocaine. Please convey my deepest sympathy to your sister. I hope she is better now. Kindly ask her to get Mrs. Stanyon to meet me on Saturday, mid-day, in the Hong Kong lounge. She will then see your old friend, Tan Ong-kee sitting with you. I hope she doesn't 'dry-up.'"

On Saturday, I walked into the Hong Kong lounge. Although I looked anxiously round for a Chinese with a faint resemblance to Travers, I gave up the task as hopeless and was about to enter 'Bessie's Bar' when I was accosted by a well dressed, elderly Chinese.

"Hello," he drawled, "sit down and have a short one." I was flabbergasted.

What an amazing change in his appearance! The smart ex-cise officer had disappeared. I beheld a wealthy merchant Mandarin. I burst out laughing.

"Your disguise is perfect," I assured him.

The ladies entered and I effected the introduction. It didn't take Bill long to get his fair partner interested. His conversation was brilliant. Never did it verge on the personal. He spoke of China, and his was the voice of a patriot. You saw China as only her children see her. The lunch was a success and Tan Ong-kee, the perfect host. As he was escorting us to our car he murmured to Mrs. Stanyon, "Charming lady, may I have the pleasure of your honourable company to dinner at the Repulse Bay Hotel, to-morrow?"

She nodded her assent. It was not for one day but many days to follow, that Mrs. Stanyon and "Tan Ong-kee" partook of dinners and suppers together.

Her flat was a hot-house of flowers. Every morning a neat Chinese boy brought her exotic orchids and rare Chinese perfumes, gifts from Tan Ong-kee.

There was even an amazing change in the woman herself. She was twice as vivacious. Yet her eyes had a queer look. I would have given a lot to know what lay behind those eyes.

III. "Dear lady, this is the abode of my honourable ancestors. As you see, it contains relics of a China that lived hundreds of years ago. That is a Ming vase. It has no price. This lacquer work is so ancient, I doubt if any connoisseurs could trace the date of it."

"It's simply wonderful," Mrs. Stanyon purred. "What do you do with this house when you return to Shanghai?"

"My worthy servants look after the place when I am away. Allow me to take your cloak. I shall have a delicious cup of tea ready in a moment." Saying this, he clapped his hands. A servant appeared and took his orders.

"One thing I noticed," Mrs. Stanyon said as the servant departed, "was your wonderful garden. Why, it's a veritable fairy-land with its quaint statues and fountains. By the way, Tan, I have some more 'snow' for you. Do you know, I'm beginning to feel nervous supplying you with such large quantities."

For a while he looked at the packet that was handed him, then choosing his words, spoke to her slowly and deliberately.

"My dear, Eve, the reason why I have brought you to this honourable abode is to put a proposition to you. You must be aware that I have feelings toward you more than friendship allows. To express myself poetically, 'I love you.' This house and all it contains are yours. The richest satins and the rarest jewels shall be but poor adornments for the beauty that is yours."

He advanced towards her and placing his hands on her shoulders looked into her eyes.

"Why Tan, I don't know what to say," she squavered, trying to break the deadly fascination of those almond eyes. "You see, I'm already married and, besides, if I did consent to your proposal I wouldn't be recognised in Hong Kong. And I don't love you."

"Dearest Eve," he replied tenderly, "you would only have to stay here, in seclusion I admit, for perhaps six months until I could settle my affairs. After that we could go to Paris, London, anywhere you choose. Your slightest wish would be a command I should have great honour and pleasure in carrying out."

She was silent. A conflict of emotions was raging within her. Before her was comfort, luxury, riches for the rest of her life, but given her by a Chinese. Amongst the Europeans, she would lose all prestige. Yes, people would look down on her and class her as—no the thought was too dreadful! Yet

at the same time all the cocaine she wanted would be at her command. Cocaine! The very thought opened up a magic world, a world of sensuous forgetfulness! And the day was approaching when she wouldn't be able to afford the luxury. To be without her usual 'doses'? It was impossible, impossible!

"Tan, dear, if I agree, don't expect too much." She murmured with half closed eyes. "You must realise I don't love you; but I do like you immensely."

"Dearest," he whispered exultingly, "kiss me."

With a shudder, she gave him her lips to kiss.

"And now there is just one other boon I would crave of you," there was an ominous tone in his voice. "What is that?" she asked with sudden fear.

"Give up cocaine. I do not like any honourable lady of my household being a devotee of that goddess. True you have supplied me with it, but that has been merely for business purposes. In a few years, if you continue, your beauty will fade, your skin will become parched. Beauty is a flame to be cherished eternally."

To her, his request was outrageous! "Are you mad," disillusionment and rage made her speech difficult and hoarse, "that you really wish me to stop taking cocaine? Why, it would kill me. Oh no, I couldn't. I tell you, I couldn't." She threw herself on a chair and burst into hysterical tears. Gently, he lifted her up.

"You will soon be cured of it," he said soothingly, "Why, you will have a thousand and one other enjoyments to occupy your mind."

She tore herself away from his arms.

"Let me alone, you yellow devil," she stormed, "I was mad to listen to your proposal. I must ask you to let me leave this house immediately."

"I'm afraid that is an impossibility," he answered suavely. "You see, I have taken a great liking to you. And until you accede to my request, you will have to remain here as my guest. What I want, I take."

"You fool, do you imagine you can keep me here for long?" She sneered. "Why, the police will get on your tracks as soon as they find I'm missing and then they'll tear the hide off your back."

"You are quite wrong," he was smiling with satisfaction. "You are at present six miles from British territory. Your police are powerless. Why not make the best of things. You will not find me unreasonable."

"I tell you I refuse to stay here," she said hysterically, "I am going now." She made a sudden dart for the door, but Tan Ong-kee was before her. He shouted for his servants and when they arrived, he handed Eve Stanyon over to them. He gave his orders and she was led screaming, struggling and kicking into an anteroom which was locked after her, the key being handed over to the master of the house.

Tan Ong-kee looked at the door, then at the key in his hand. There was a gleam of amusement in his eyes.

The diminishing purr of a motor told the prisoner that Tan had left the house. Escape was impossible as the windows were barred. Eve Stanyon sank to the floor in a faint.

IV. The days wore on with no sign of Travers or Mrs. Stanyon. Collette and I started to worry in earnest as we hadn't the slightest idea of what was happening. Eventually we agreed, if they didn't turn up by the 14th day of their disappearance, we would be reluctantly compelled to inform the police. A course we naturally hated to adopt.

The 14th day arrived. I was in an agony of suspense as the hours dragged on, and as I was on the verge of leaving office my telephone rang.

"Hello Bert," it was Travers. "You will be glad to hear the show was a success."

"What the devil do you mean," I raved, "do you realise that two good people have been worried to death on your account. Come on, you might as well let me know the worst."

"Go easy," he replied with a laugh, "I suppose as you are dying to hear the news, I might as well tell you. I've had the fair Mrs. Stanyon a close prisoner for the past 14 days. Fourteen days, I imagine, and without her beloved dog! She behaved like a lunatic, her language! Anyway, when I thought she had had enough and thought she had had enough, I told her her punishment was sufficient, I told her that freedom was hers, if she left Hong Kong at my expense. She jumped at the idea, and is leaving for Manila by the 'President Adams.'"

"But didn't she ever see through your disguise?" I asked.

"Not on your life. If ever a woman hates men, it is Mrs. Stanyon, especially Tan Ong-kee."

"But she will still introduce dope on the other side," I said with conviction. "You can't say she has been effectively cured."

"My dear boy, she will never peddle dope again. For I told her,

NEW ADVERTISEMENTS

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of Sale by Public Auction to be held on MONDAY, the 29th day of July, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.									
No. of Sale	Muster N.	Locality.	Boundary Measurements.				Is Contained in, or is Part of, any other lot?	Annual Rental	Upset Price.
			N.	S.	E.	W.			
			ft.	ft.	ft.	ft.	ft.		
			Ac.	per	acre	plan.		About	
1st lot, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th	Wong Nei Chung.	11,600	66	66	66	66	11,600	66	1,500

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of Sale by Public Auction to be held on MONDAY, the 29th day of July, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wanchai Gap, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.									
No. of Sale	Registry No.	Locality.	Boundary Measurements				Contents in Sq. feet.	Annual Rental	Upset Price
			N.	S.	E.	W.			
			ft.	ft.	ft.	ft.			
1	Barr Building Lot No. 321.	Wanchai Gap					about	14,000	80
As per sale plan.									

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of Sale by Public Auction to be held on MONDAY, the 29th day of July, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

No. of Sale	Boundary Measurements	Locality	Content, s							
			ft.	ft.	ft.	about				
1	New Kowloon Island Aldrich, New Kow- loon Island Lot No. 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000	Shamshui	2,500	10	10	10	10	2,500	10	3,500

EASTERN PORTS
Plague, Cholera And Small-Pox

The health bulletin of Eastern ports for the week ended July 20, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths:—

Plague: Alexandria 3, Rangoon (9), Phnom Penh 2 (1), Moulmein (1), Bangkok (1), Bangkok 1, Phnom Penh 3 (2), Saigon (1), Shanghai (1), Canton 2 (1), Swatow (1), Bombay 22 (12), Berbera 1, Aden 42 (17), Calcutta 2 (1), Karachi 12 (6), Madras 24 (10), Batavia 1, Measles 5 (3), Dolomieu 1, Samarinda 2, Phnom Penh 3 (1), Canton 3, Daiken 5 (3), Swatow 3, Cerebro-Spinal Meningitis: Shanghai (5).

the moment I heard she was on her old game again, she would hear from me. A thought she doesn't relish. Besides, I think she is too scared now. However, I shall see you both this evening. Wedgar Orade in "Rangoon Times."

"Boy! My Usual Marchant & Soda."

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A GORGEOUS TALE OF
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TO-MORROW

To day at 2.30, 5.30, & 9.20. To-morrow at 5.30 & 9.20 only.

MOVIELAND

The Week's Films At
A Glance

QUEEN'S THEATRE

(At 2.30, 5.10, 7.15 & 9.20)

Today and To-morrow—"The Circus," a hilarious comedy of misadventure. With Marion Davies, Antonio Moreno, Roy D'Arcy, and a large supporting cast.

Tuesday and Wednesday—"New Year's Eve," a comedy drama of life on the fringe of the underworld. Starring Mary Astor and Earle Foxe.

Thursday to Saturday—"Our Dancing Daughters," an ultra-modern story of youth, told in the most sensational settings ever filmed. Starring Joan Crawford, John Mack Brown, Nils Asther, Huntley Gordon, Dorothy Sebastian and Anita Page.

WORLD THEATRE

(At 2.30, 5.15, 7.15 & 9.20)

Today to Wednesday, Charlie Chaplin in his famous comedy masterpiece, "The Circus," a picture that has been hailed as the greatest achievement of the great comedian.

Thursday to Saturday, Buster Keaton in his great comedy, "Steamboat Bill, Jr." With Ernest Torrence and Marion Byron.

STAR THEATRE

(At 5.30 & 9.20)

Matinees Every Saturday and Sunday at 2.30 p.m.

To-day and To-morrow—"Beverly of Graustark," a glittering romance of royal intrigue. With Marion Davies, Antonio Moreno and Roy D'Arcy.

Tuesday and Wednesday—"13 Washington Square," a splendid mystery thriller. Starring Jean Hersholt and Alice Joyce.

Thursday to Saturday—"Tracked by the Police," a gripping adventure story, with Rin-Tin-Tin and a large cast of players.

Charles Spencer Chaplin was born in London. His father was noted for his singing voice, and musical knowledge. He died at the height of his career. Charlie, at that time, being a mere child, Charlie's mother is still alive.



Tuesday's attraction at the Queen's.

"NEW YEAR'S EVE"

The Romance of A \$100 Bill

FINE CAST

The new Fox Film production, "New Year's Eve," which features Mary Astor and Charles Morton, will bring to the Queen's Theatre on Tuesday, a comedy drama of life on the fringes of the underworld which reveals its stars in a fresh and interesting light.

In "New Year's Eve" Miss Astor appears as a tenement girl who, as a new year is about to be welcomed in, finds herself in a dilemma her small brother is ill. Santa Claus had failed to make his appearance a week previously, and she herself could do justice to a good meal.

Going despairingly to the street to see if she can "turn something up," she bumps into happiness in the form of Morton, who portrays a lively young millionaire. The good fortune does not last long, however, soon the girl finds herself back just where she was before.

For, while she objects, the scion of wealth, seeing she has need of money, thrusts a hundred dollar bill, on which he had written "Happy New Year," into her hand. But by the time she gets back to the tenement, to pay the rent and buy the things she wants, a pickpocket has deprived her of the money.

Then further adventures begin for the girl and for the benefactor in a startling manner. Crooks, particularly a gambler and the very pickpocket who took the bank note, are involved.

"New Year's Eve" is not primarily a crook picture, though it has crooks in it. It is a romantic comedy with enough drama to make it gripping, and it has a bright thread of love interest running all the way through. The large supporting cast includes such well known players as Earle Foxe, Arthur Stone and Florence Lake.

KEATON COMEDY

The Humorous Side of River Life

Buster Keaton's great comedy, "Steamboat Bill, Jr.," which comes to the World Theatre on Thursday, is a story of modern river life, filmed against a beautiful background of the Mississippi River. The humorous side of steamboating predominates, of course, but there are moments when the thrills overshadow the laughs. Especially is this true in the final scenes, in which disaster is visited upon the river town, and the comedy star turns hero. The brilliant direction is the work of Charles Reisner, former right hand man of Charlie Chaplin, and more recently, the director of Syd Chaplin's comedies.

Buster's characterization of the "rah rah" boy who comes home from college to help his "hard-boiled" dad (Ernest Torrence) battle a river steamboat line is the best thing he has ever done. How the rabbit becomes a roaring lion, teaches the rough fellows some new stunts, wins the town magnate's daughter (Marion Byron) and finally effects some thrilling rescues from a tornado and flood, provides Buster with a laugh-a-minute picture which also abounds in love interest and photographic surprises. Ernest Torrence, another popular screen star, also has an important role to play.

Aileen Pringle, statuesque beauty of filmdom, changes her clothes no less than six times in "The Baby Cyclone," Metro-Goldwyn-Mayer's Almkation of the George M. Cohan stage comedy.

The Cinema Page

CHARLIE CHAPLIN

"The Circus" Returns To Hong Kong

Charlie Chaplin's comedy, "The Circus," which is to be screened at the World Theatre from today to Wednesday, has been described as being the little man's greatest triumph. "The Circus" presents Charlie in the guise that first won him fame—a tramp attired in baggy trousers, with ill-fitting coat, trick derby, and cane. Shortly after the opening scene he is "planted" with a stolen pocketbook and an exciting chase follows, which leads him into a circus. Here his comical antics in trying to escape the pursuing "cop" bring the house down. Later he is engaged, ostensibly as a property man but really as the hit of the show, his blundering methods being a source of unending delight. Meanwhile a romance has developed between the tramp and the circus proprietor's daughter, charmingly played by Charlie's latest "find," Myrna Kennedy. Then comes a handsome rival in the person of a light-rope walker. Thereafter the story gathers fresh impetus, reaching a thrilling climax when the tramp performs the tight rope act himself. "The Circus" is full of quaint touches, full of delightful thrills. In short it is a picture that could have been made by only one comedian alive—by the supreme artist known and loved the world over as Charlie Chaplin.

A MYSTERY "THRILLER"

"13 Washington Square" for Star

Mystery, thrills and laughs will all be found in "13 Washington Square," which will be the main picture at the Star Theatre on Tuesday and Wednesday. Jean Hersholt and Alice Joyce give two fine performances, full of really human touches. Hersholt enacts the role of a thief who specialises in valuable paintings. He tries to rob a house owned by a wealthy woman played by Miss Joyce. The house is thought to be empty, but unknown to each other a whole lot of people enter. Before long all sorts of strange happenings are taking place and a hectic event follows until the unexpected climax is reached. "13 Washington Square" is liberally sprinkled with laughs, many being provided by Zasu Pitts as the maid.

COMEDY DUO

Lew Cody And Aileen Pringle Together Again

"BABY CYCLONE"

Tangled loves and a pensive pup—these are the main ingredients for one of the screen's new comedies, and the latest co-starring appearance of Lew Cody and Aileen Pringle. "The Baby Cyclone," which comes to-day to the Queen's Theatre.

Adapted to the screen from the famous George M. Cohan stage play, it is a rollicking account of the trials and tribulations of two couples into whose lives is injected dynamite in the form of "Cyclone," a Pekingese pup. When the pup arrives things happen!

Lew Cody who has a most amusing part to play, accumulates a black eye in the melee. Aileen Pringle appears in a night-gown in a midnight burglar alarm and pretty Gwen Lee gets arrested. Finally the whole cast lands in the police station on a dog-stealing charge.

The new picture, which was directed by Eddie Sutherland, famous director of "Tillie's Punctured Romance," "Behind the Front," and other notable laughing successes, is an ultra-smart satire of modern New York life, with the heroine breaking her engagement over a pet dog, and Gwen Lee leaving a perfectly good husband for the same little animal. The cast is a notable one, and gorgeous modernistic settings carry out the ultra-modern idea.

Robert Armstrong, of recent stage fame, plays the part of the jealous husband to the wife who loves the dog, and, incidentally, blacks the eye of the effect Lew in the progress of the drama.

Aileen Pringle plays Lew's society fiancée, and Gwen Lee the dog-fancying wife. Richard Carlyle, Nora Cecil, Robert Dudley, Fred Esmelton, Clarissa Selwynne, and Wade Boteler are others in the cast.

Despite its uproarious comedy, a charming romantic love theme runs throughout the picture.

DO YOU KNOW

THAT Ramon Novarro's contract with Metro-Goldwyn-Mayer calls for a salary of \$87,500.00 per week?

THAT Lopez Velez has a contract with United Artists which calls for \$31,000 per week?

"BEVERLY OF GRAUSTARK"

Marion Davies' Great Production

Marion Davies has played romantic heroines in historical dramas of Court intrigues in medieval times, has played roles laid in the infancy of New York, but this time she is playing the romantic centre in a European Court intrigue—but of the modern day.

Royalty goes through its devious political bargainings and its Bur-banked romances—just as in the days of "When Knighthood Was in Flower"—but it is all strictly up-to-date—so much so that a good deal of modern history is, perhaps unconsciously, echoed in the story, which is a spectacular adaptation of George Barr McCutcheon's famous novel.

Miss Davies plays the heroine, an American girl, cousin to the crown prince of a European kingdom, who, to aid her royal relative, engages in a daring masquerade in which, in his uniform, she impersonates him to foil the plot of a pretender to the throne. Miss Davies' male masquerade is perfect. In her uniform, the star is almost a double for the Prince of Wales. The picture is being shown to-day and to-morrow at the Star Theatre.

RIN-TIN-TIN

"Tracked by the Police"

The many cinemagoers who remember Rin-Tin-Tin in "The Night Cry," "While London Sleeps," "Hills of Kentucky" and others of his startlingly brilliant pictures, will come with high expectations to see him at the Star Theatre on Thursday next in "Tracked by the Police," and their expectations will be fully realized.

"Tracked by the Police" is a story of the Arizona desert country and of the building of the Laguna Dam which has converted miles of arid territory into arable land. The conflict comes from the rivalry of two construction companies who vie for the job.

Attempts are made at the life of Bradley, and of Rin-Tin-Tin, whose uncanny intelligence foils all schemes of the enemy. "Tracked by the Police" is a picture for people of whatever age. It is rousing melodrama and besides the entertainment value of the story, it truthfully portrays a phase of the making of the West.

Lew Cody's battle with a burglar in an acrobatic adventure, is one of the comical highlights in "The Baby Cyclone."

A HURRICANE OF LAUGHS!



WHEN a puppy comes in the door, does Love fly out the window?

DON'T try to answer till you've seen this hilarious farce, made into pictures from George M. Cohan's famous stage success!

LEW CODY AILEEN PRINGLE
THE BABY CYCLONE
with GWEN LEE and ROBERT ARMSTRONG
A Metro-Goldwyn-Mayer PICTURE

AT THE

QUEEN'S TO-DAY & TO-MORROW
AT 2.30, 5.10, 7.15, & 9.20.

BACK AGAIN IN HIS FUNNIEST PICTURE!

The thumping, bumping little man with the trick derby and cane, the wriggling moustache and the famous boots in a masterpiece of comedy!



Charlie Chaplin

with MYRNA KENNEDY IN

THE CIRCUS

AT THE

WORLD

TO-DAY TO WEDNESDAY

At 2.30, 5.15, 7.15 & 9.20.

DARING FILM

A Triumph In Cinema Artistry

"OUR DANCING DAUGHTERS"

Three very modern girls who choose different paths to an ultimate goal of happiness provide the motivation for "Our Dancing Daughters," which opens at the Queen's Theatre on Thursday.

The production, with its modernistic theme, is set in an impressionistic background and was filmed upon a scale of lavishness that brings to the screen a new triumph in cinema artistry.

Directed by Harry Beaumont from an original story written by Josephine Lovett, "Our Dancing Daughters" has a unique plot that moves swiftly with the tempo of daring youth. Photographed with the newly-perfected incandescent lighting equipment, the first time it has been used exclusively in any production, the film presents something new in spectacular and pictorial beauty.

With Joan Crawford, Johnny Mack Brown, Dorothy Sebastian and Anita Page in the leading roles, the feature has a stellar cast. In support of the principal players such screen artists as Nils Asther, Kathlyn Williams, Eddie Nugent, Dorothy Cummings, Huntley Gordon, Evelyn Hall and Sam De Grasse are seen.

The plot concerns a reckless flapper who kisses freely and loses the affections of the man she loves because of gossip that follows in the wake of her madcap adventures. Her chum, a girl who has had previous love affairs, obtains forgiveness from her fiancé and is married only to find that her husband looks upon her former male friends with a suspicion he cannot erase from his mind.

The two girls, despairing of happiness, attend a gay bon-voyage party where the "gold-digger," who married the man the first girl loved, creates a sensational scene. The husband, his eyes opened to his wife's duplicity, realises he really loves the girl he rejected. In a moment of drunken frenzy, the gold-digger wife hurls herself down a flight of stairs and is killed.

The tragedy brings both couples to the realisation that life is more than a whirl of pleasure and at last find happiness in domesticity.

The director carries out the ultra-modernistic trend of the story and settings with some unique camera shots that will live long in the memory of all who see this remarkable production.

PEKINGESE PUP BRINGS SCREEN SCREAMS

When George M. Cohan thought of using a Pekingese pup to poke fun at New York society he evolved the plot of one of the funniest screen comedies of the year. In "The Baby Cyclone," Metro-Goldwyn-Mayer's new co-starring vehicle for Lew Cody and Aileen Pringle, which will be shown at the Queen's Theatre to-day and to-morrow, Eddie Sutherland, director of "Tillie's Punctured Romance" and other comedy hits, directed the new story, a hilarious satire in which a Pekingese dog breaks up a happy family and devastates a romance. Gwen Lee, Robert Armstrong, and a notable supporting cast appear.

"NEW YEAR'S EVE"

Arthur Stone, who alternates with equal ease between comedy and villainy in his screen roles, again is a "heavy" in "New Year's Eve" Fox Film with Mary Astor and Charles Morton in the leading parts. Stone's characterization of a pick-pocket is one of his most successful efforts.

FUTURE EVENTS

Films That Are Coming Here

"The Viking." A tale of a thousand years ago, made into a picture sensation. Produced entirely a natural colours. Starring Pauline Starke, Donald Crisp, Le Roy Mason, Claire MacDowell and Julia Swayne Gordon.

"Show People"—A fascinating story of Hollywood. With Marion Davies and William Haines.

"A Lady of Chance"—The story of a little "gold-digger" who picked the wrong victim. Featuring Norma Shearer, Lowell Sherman and Gwen Lee.

"Wild Orchids"—An absorbing romance of Java. From the novel by John Colton. With Greta Garbo, Lewis Stone and Nils Asther.

"Tide of Empire"—Peter B. Kyne's epic of the Argonauts. With Renee Adoree, George Fawcett and William Collier Jr.

"Dream of Love." A colourful drama of love and intrigue. Starring Joan Crawford, Nils Asther, Aileen Pringle, Warner Oland, Carmel Myers and Harry Myers.

"While the City Sleeps." Lon Chaney's startling story of New York's underworld. With Anita Page, Carroll Nye, Mae Busch and Polly Moran.

"Blue Skies." A delightful romance starring Ethel Wales, Helen Twelvetrees, William Orlamond and Claude King.

"None But the Brave." A story of Life Guards and Mermaids in a carnival of fun. Featuring Sally Phipps, Charles Morton, J. Farrell Macdonald and Alice Adair.

Movie Correspondence

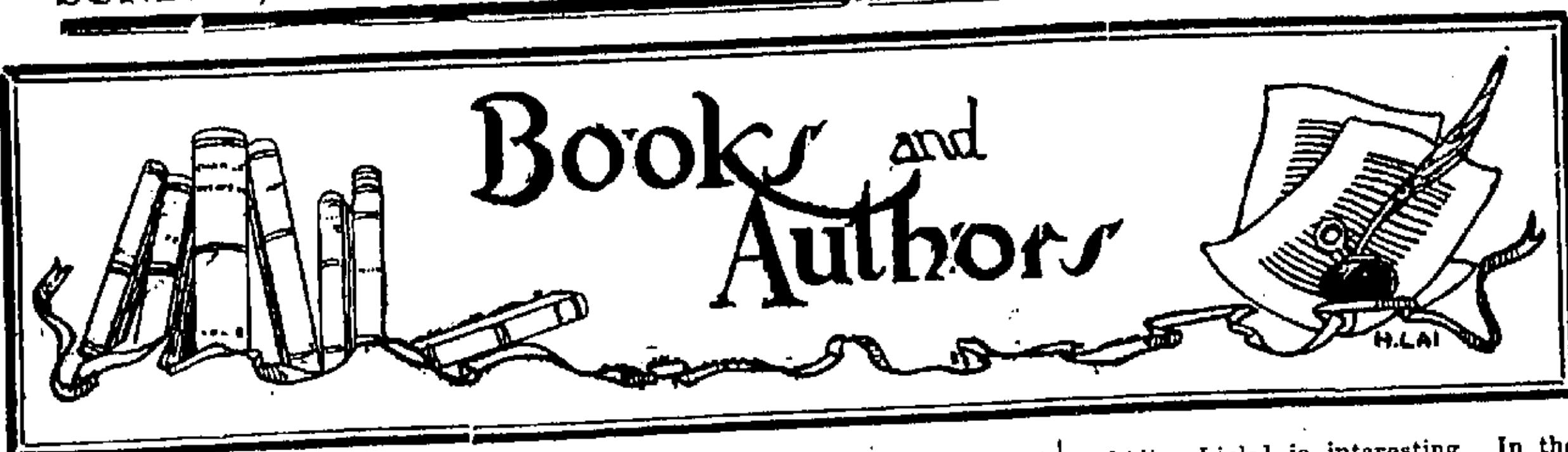
"FAN."—House Peters, one of America's numerous English stars, was born at Bristol, England, in 1888. Has travelled the world with his father who was in the Consular Service, and has been a mining engineer in South Africa. Has visited China. Enlisted in the Boer War, and in 1904 adopted the stage as a profession, later entering films. Height 6ft. 1½ins., with grey eyes and dark hair. Is married and has two children.

"DIANA."—Gilbert Roland was born in December 1905, of Spanish parents, in Chihuahua, Mexico.

Roland was born at Elmhurst, Long Island, New York in 1903. He was for some time a journalist before making his screen debut in a minor role. Has since played more important parts, including that of hero of "Ramona," with Dolores del Rio.

The Cinema Page editor will be pleased to answer enquiries regarding forthcoming pictures and stars. Letters should be addressed to The Editor, The Cinema Page, "Sunday Herald," and should reach him not later than Thursday of each week. Replies will be published in the following Sunday's issue.

Kathlyn Williams, one of the screen's first stars, plays an important role in "Our Dancing Daughters" which will open on Thursday at the Queen's Theatre. Miss Williams began in pictures in 1912 and won fame and favour with the thrilling "Perils of Kathlyn" wild animal serials. In the Metro-Goldwyn-Mayer feature she plays the part of a gold-digger's mother.



BLOODY ASSIZE

"Most Consummate Bully"

["The Bloody Assize." By Sir Edward Barry, Ernest Benn. 21/- net.]

Mankind has a sneaking fondness for the morbid. The publication of a literary masterpiece or the announcement of a scientific triumph causes less excitement than the sordid details of the latest murder. Ask your ordinary citizen to name a Roman Emperor and he is almost certain to give you Nero; ask him who is the most famous of our judges and you are more than likely to get Jeffreys. That notorious judge will live for centuries in the pages of Macaulay. In chapter four of his great history Macaulay says of the bloody judge: "Daily, early, with prostitutes and thieves called out and harassed his powers so effectively that he became the most consummate bully ever known in his profession. He was feared by others, and respected by himself. He acquired a boundless command of the rhetoric in which the vulgar express hatred and contempt. The profusion of malapropisms and vituperative epithets, which composed his vocabulary could hardly have been rivalled as a feat of memory and force of expression. The gleam of his eyes upon his brow. The glint of his teeth in a victim on whom they were fixed. Yet his brow and his eye were less terrible than the savage lines of his mouth. His yell of fury, as was said by one who had often heard it, sounded like the thunder of the judgment day. There was a fiendish exaltation in the way in which he pronounced sentence on offenders."

Attempts to Whitewash

So much for the picturesque whig historian. On the other hand, A. B. Irving and the Earl of Inverhead have made very unconvincing attempts to whitewash England's vilest judge. Now comes Sir Edward Barry, who makes a heroic effort to treat the subject with judicial impartiality. In his latest book, "The Bloody Assize," Sir Edward gives clear cut vignettes of the three principal actors in that tragedy, Titus Oates, the Duke of Monmouth, and George

Jeffreys. The vivid stories of Roman Catholic machinations, shouted and broadcast by Oates, though highly coloured and greatly exaggerated, were largely founded on fact as subsequent events unhappily proved. About the enigmatical Oates Judge Barry says: "There are three degrees of perjurers — the liar, the damned liar, and the expert witness. Titus Oates belongs to all these classes but essentially he was an expert witness."

As becomes a judge, Sir Edward Barry is not prejudiced against the rogues and weaklings he portrays. He does his utmost to give each one a fair deal. He gives them more credit than the ordinary layman feels inclined to grant them with the result that his final indictment is all the more crushing.

The Popish Plot

The first chapter deals with Lucy Walter, mother of the ill-starred Monmouth, and with the question of Monmouth's legitimacy. Chapters two and three give the early careers of Oates and Jeffreys. Then comes the Popish Plot which raised religious intolerance to fever heat and made possible the horrors of Jeffreys' circuit in the West. After that the book is an appalling kaleidoscope of injustice, blasphemy, sycophancy, speculation, torture, bullying, belauding, and transportation. As bad as any of his satellites was the sinister James II, the hard hearted tool of the Jesuits. On page 193 of this book we read:

"James II. and his Chief Justice (Jeffreys) were both men of naturally cruel natures, and like all rulers of narrow outlook, limited intelligence, and overweening conceit, firmly believed in massacre and terror as instruments of government." The western circuit "was certainly far more of a campaign for a moment to be an instrument of truth. At the back of the King's dull mind he seems to have thought that a campaign of massacre would make his throne secure and enable him to start upon bringing in Papist rule without interference."

Again on page 233 we have: "The admission of Jeffreys that he and James had discussed the details of the coming execution

[Alice Lisle] is interesting. In the days of their disgrace both those wretches, who had jointly planned the massacre in the West, sought to lay the blame on each other's shoulders. But they were both of them equally guilty in act and intent. They planned this reign of terror for political and financial ends; they shared the plunder and enjoyed the cruelties they committed, and both are equally entitled to the hatred and contempt of mankind."

Travesty of Justice

To be accused meant death, transportation or an enormous fine. Both Jeffreys and the King made huge sums. And so the execrable travesty of justice went on till William of Orange landed in Devon and saved the liberties of the English people. Then like rats from a doomed ship the Jesuits and James left the country they had blighted. As the author remarks about the landing of Dutch William: "It is good to let the curtain fall on the defeat and mortification of the forces of evil, and the triumph of right."

But one of the chief rats did not get away, and even two hundred and forty years after the event it is pleasing to know that the monster who had made Dorset and Somerset a shambles was caught at Wapping, disguised as a common sailor with his tell-tale eyebrows shaved away. In this book and in Macaulay's history we get vivid accounts of the fiend's terror of the infuriated mob who wanted to lynch him. Never had any of his terrified victims displayed more abject fear. Like most bullies he proved himself a grovelling coward. He was in convulsions of terror, he wrung his hands and screamed to his guards: "Keep them off, gentlemen! For God's sake, keep them off!"

"Drink, disease and despair were his last companions in his dungeon. His enemies showed him a mercy he and his master James would have scoffed at, else they would have dragged the dying brute out of his bed and hanged, drawn, and quartered him for the pleasure of a holiday mob. He lingered on until April 18 of the next year, and was buried in the Tower chapel, in the next grave to Monmouth."

SHAKESPEAREAN

Words and Idioms Coined

[From "Shakespeare's English." By George Gordon, S.P.E. Tract No. XXIX. "Oxford: Clarendon Press." Price 2s. 6d.]

"There must be many words and idioms first recorded from Shakespeare's writings which he was not in fact the first to use, however his sanction may have recommended them. Yet when all admissions are made the record for one man is still enormous. Among the expressions first known to us from Shakespeare, because he either coined or introduced them, I note these: aerial, auspicious, assassination, bare-faced, bump, castigate, clangor, compact (sb.), compunctious, conflux, control (sb.), countless, critic and critical, crop-ear, denote, disgraceful, distrustful, dog-seary, what the dickens, dwindle, dress (sb.), ensconce, eventful, exposure, fair play, fancy-free, fiftful, foppish, foregone conclusion, fretful, gibber, gloomy, gnarl and gnarled, heartsome and heartwhole, herblet, hurry, home-keeping, hunch-backed, ill-got and ill-starred, illume and relume, im-mediacy, impartial, lack-lustre. (Shakespeare was the first to make free use of this prefix), lapse (vb.), laughable, leap-frog, leer ("the leer of invitation"), lonely, lower (vb.), misplaced, monumental, outgrown (with many other out, out-Herod Herod among them: this vivid cast of phrase is first illustrated in his works), pedant and pedantic, perusal, predecease, on purpose, repair (sb.), re-word, road in our sense and roadway, savagery, seamy ("the seamy side"), skumble-skamble, superfluous, sprightly, and sportive."

EVOLUTION

Ancestral Great Ape

[From "Palaeontology and the Evolution of 'Man.' By D. M. S. Watson. (The Romanes Lecture, May 4, 1928). "Oxford: Clarendon Press." Price 2s. net.]

"It seems certain that man has indeed arisen from an ancestral great ape, differing from the modern forms in his less intense brachiating specializations. . . . It is easy to

provide a mechanical explanation for all the proportional differences which separate man from an anthropoid ancestor free from great brachiating specializations. The smooth forehead and ape-like jaw of *Zeanthropus* (Pilldown) and the straight femora of *Pithecanthropus* (Trinil Jafa) and *Rhodesian* man (Broken Hill) are primitive features derived directly from their ancestors, whilst the human form of the *Heldsburg* jaw, the great eyebrow ridges of *Pithecanthropus* and of *Rhodesian* and *Neanderthal* men, and the flattened and curved femur of the latter are advances produced by an evolution parallel to that which has produced the gorilla.

The brain of man is constructed on exactly the same plan as that of a gorilla, no structure visible to the naked eye or discoverable by the most refined microscopical technique in the one is absent in the other. The significant structure is that ordered arrangement of molecules which must exist within every cell of the nervous system. This structure will never be seen by us, but we may hope to determine its nature by the methods of physics and chemistry.

It is to the physiologist, and to the chemists, physicists, and mathematicians, whose methods he uses, that we must look for an understanding of the true nature of man's evolution. Only when man's activities can be expressed in terms of physics will the problem of man's origin reach its solution and that adventure of the spirit which is biology come to its close."

BURNSIANA

A Book That Bored the Reviewer

"Robert Burns and His Masonic Circle," by Dudley Wright; (Ceil Palmer, 5/- net.) Opposite the title page of this book we see the names of several volumes dealing with Freemasonry. We hope, for the readers' sakes, that they are more convincing and meaty than this one about Burns.

In this work the author is chiefly concerned with Burns the Freemason and not Burns the poet. But all the things said here relevant to the title could have been put into a short essay. Freemasons may find some of this volume interesting; non-Masons will

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scarcely be impressed by any of it. Most of it is dreary reading with a great amount of obvious padding.

One of the best chapters, though even there we have an attempt to protract it, is the one on Burns' companions in the craft—Dugald Stewart, Henry McKenzie, John Ballantyne, Gavin Hamilton and many (too many) others.

In the final chapters when the author gets away from Freemasonry to discuss Burns's tragic predecessor, Robert Fergusson, the tone is amateurish and the achievement Sixth Formish. It needs a big stretch of imagination to regard this book, for which we see no justification, as a valuable contribution to Burnsiana."

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OF THE

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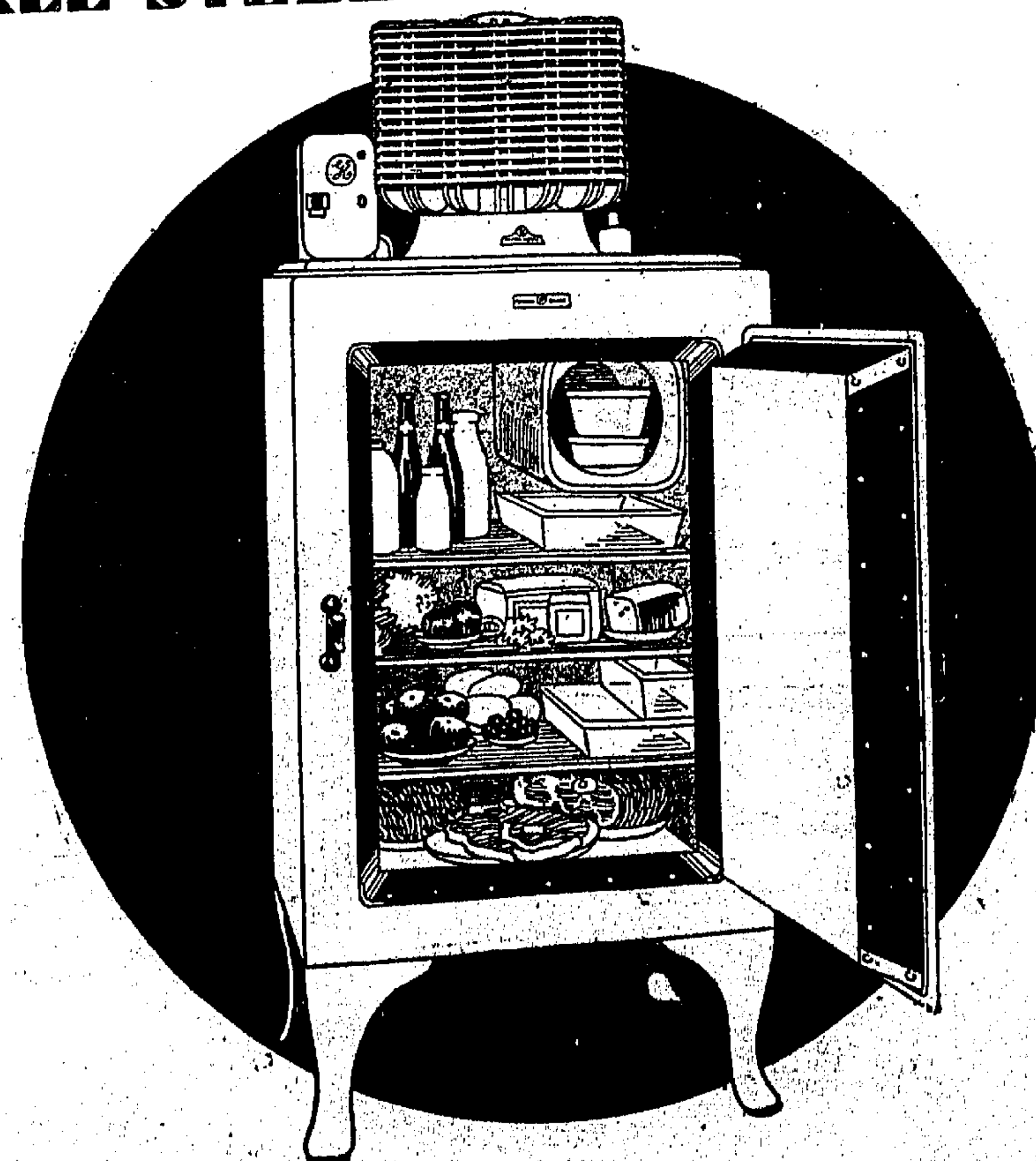
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PROGRESS IN PERU

108th Anniversary Of Independence

HIDDEN TREASURES

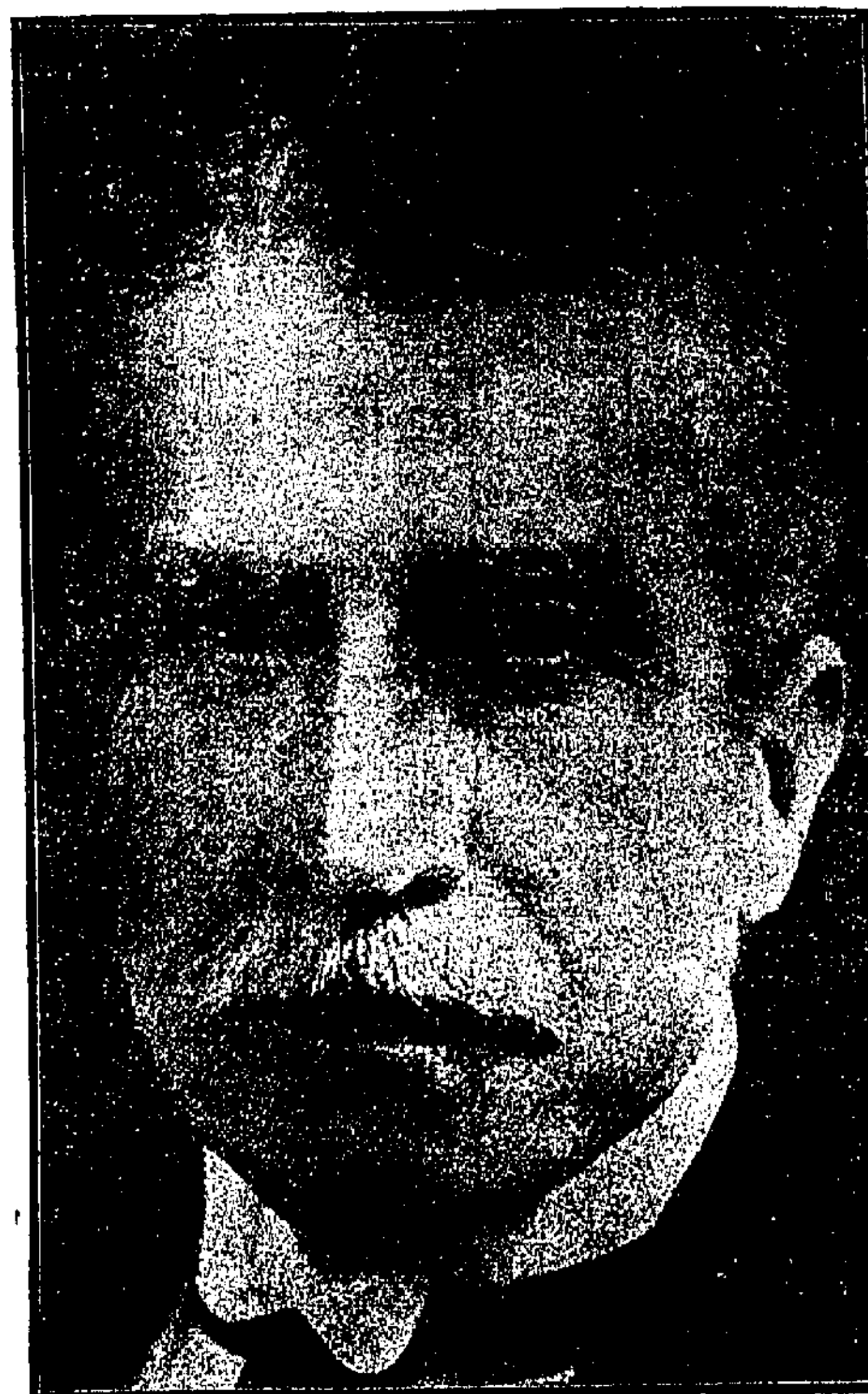
Great Strides In Ten Years

To-day is the 108th anniversary of the declaration of the Independence of the Republic of Peru, which is the last of the Spanish Colonies in South America to break with the Mother Country, after an association which began in 1531 when the country was wrested from Atahualpa, the thirteenth and last of the Inca Sovereigns, by the Spanish conqueror Don Francisco Pizarro.

Pizarro gave Peru to Spain, and General Jose de San Martin, in conjunction with Lord Cochrane, gave her her independence. Spain did little for the development of the natural wealth of Peru during her administration of the country which lasted the best part of 300 years.

The Presidents who took over the reins of power after the revolution, also did not realise the greatness of Peru's hidden riches, and they too did not do much for its development for the best part of 100 years. Although one or two had started on some ambitious schemes, up to 1919 there had been little improvement.

It remained for President Senor Augusto B. Leguia, who first became President in 1919 and is at present at the beginning of his



Senor Augusto B. Leguia, President of Peru since 1919.

fourth consecutive term of office, to effect great improvement in the country, in the short space of ten years, which will have far-reaching effect on Peru's position in the family of nations, of which she can now proudly claim to be a modernly efficient member.

The Republic of Peru is situated on the western side of the Continent of South America. It is bounded on the north by Ecuador and Colombia; on the east by Brazil and Bolivia; and on the south by Chile. She has a seaboard on the west which is washed by the Pacific Ocean.

The area of Peru is uncertain, but is roughly estimated at 750,000 square miles. Her coast line is approximately 1,350 miles from Ensenada Santa Rosa in the north, to the northern boundary of Tacna in the south.

Physically, the country comprises three different zones, namely, the coast, the "sierra" or Andine regions, and the "montana" or river and forest zone. The coastal and "sierra" regions together occupy roughly one-fifth of the total area of the country. The "montana" occupies the rest.

The climate and soil of Peru are greatly varied, and this gives her a big variety of flora, the most important products of which are maize, cotton, sugar-cane, cacao, coconuts, rubber, chinchona, potatoes (which were exported to Europe in the 15th century), sarsaparilla, etc.

The Fauna Rich
The fauna of Peru is as rich as the flora, the country specialising in the breeding of different wool-bearing animals such as the llamas, alpacas, vicuñas, etc. The real wealth of Peru lies, however, in her mineral products, which include gold, silver, quick-silver, coal, vanadium, petrol, lead, borax, salt, etc., in enormous quantities.

So rich is the country in minerals that the great scientist, Baron von Humboldt, who travelled extensively

A Line of 13

The Inca regime in Peru began with the Inca Manco Capac in A.D. 1021. The last of a line of thirteen sovereigns was Atahualpa who lost his throne to the Spanish conqueror Don Francisco Pizarro in 1531. The Spanish conquest of Peru forms one of the great romances of history.

In all forty-four Viceroyalties governed the country during the Spanish occupation. Lima was then the Capital of the whole of South America and the Peruvian Viceroy, with his Royal Audience formed the Supreme Court of the Continent.

The events of the Napoleonic wars (1813-17) revealed to the Spanish Colonies the weakness of the Mother Country. Most of the Spanish Colonies had early in that period declared for independence, but Peru, the oldest and strongest centre of Spanish authority could not fight for her independence until 1817. In that year General Jose de San Martin, the hero of the Argentine independence, who also overthrew Spanish power in Chile, undertook, in conjunction with Lord Cochrane, the task of freeing Peru from Spain.

Deposed by Patriots

After various encounters with the Royalists, Viceroy Pezuela was deposed by the patriots and the Independence of Peru was proclaimed on July 28, 1821, exactly 108 years ago to-day.

Since those days Peru has been like a child gradually gathering her strength until now it can be said that the country has entered with force and vigour into the task of developing the enormous wealth with which Nature has endowed her.

In this work of developing the natural resources of Peru, the figure which stands out as the great force in the country is that of President Senor Augusto B. Leguia, who recently entered on his fourth term of office, having been unanimously re-elected by the entire populace of the Republic.

Masterly Organisation

Since the beginning of his first term as President of Peru in 1919, Senor Leguia has constantly given to Peru the benefit of his masterful powers of organisation, which is making the Peru of to-day one of the most progressive countries in South America.

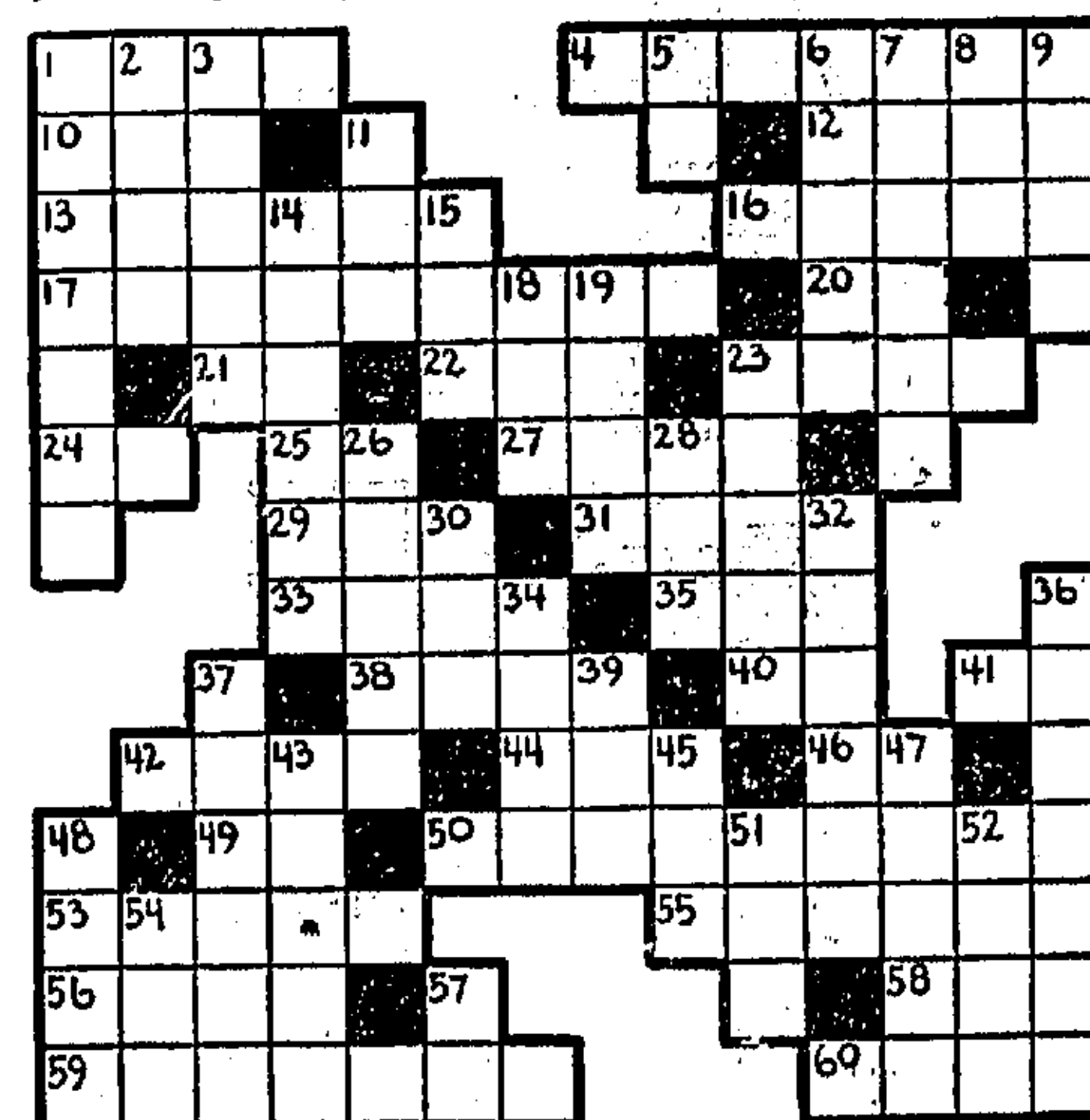
The chief concerns of his Government are education; the improvement of sanitation in towns; the bettering of the lot of the Indian and native populations; the development and extension of railways; the opening up of the vast mineral regions of Peru, by judiciously attracting foreign capital thereto; and the irrigation of enormous tracts of coastal land, which will give to Peru an extraordinary new importance amongst the agricultural countries of the world.

Economics at a Glance

Below are some interesting figures, compiled by Dr. C. Manchego Munzo, Minister of Development, which show the progress made by Peru during the ten years; she has been under the administration of President Leguia's Government. (Continued on Page 19)

OUR CROSS-WORD PUZZLE

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



©THE INTERNATIONAL SYNDICATE.

HORIZONTAL

- 1-To hurt
- 4-Dry'd trans-Atlantic plane
- 10-Antique
- 12-Old
- 13-Diseases
- 18-Quitted secretly
- 17-A pen-name
- 20-In this manner
- 21-Railroad (abbr.)
- 22-Combining form.
- 23-A flowerless plant
- 24-Personal pronoun
- 25-Near
- 27-A musical instrument
- 28-Article
- 31-Name of Noble's ship
- 33-Consumes
- 35-To become firmly united
- 38-To listen
- 40-Des volente (abbr.)
- 41-Conjunction

HORIZONTAL (Cont.)

- 42-A skating floor
- 44-Bird
- 46-Pronoun
- 48-Prefix. With
- 50-E. Central State of U.S.
- 52-Intemperate
- 55-Fauna
- 56-Capable
- 58-Rodent
- 59-Recompense
- 60-Doctrine

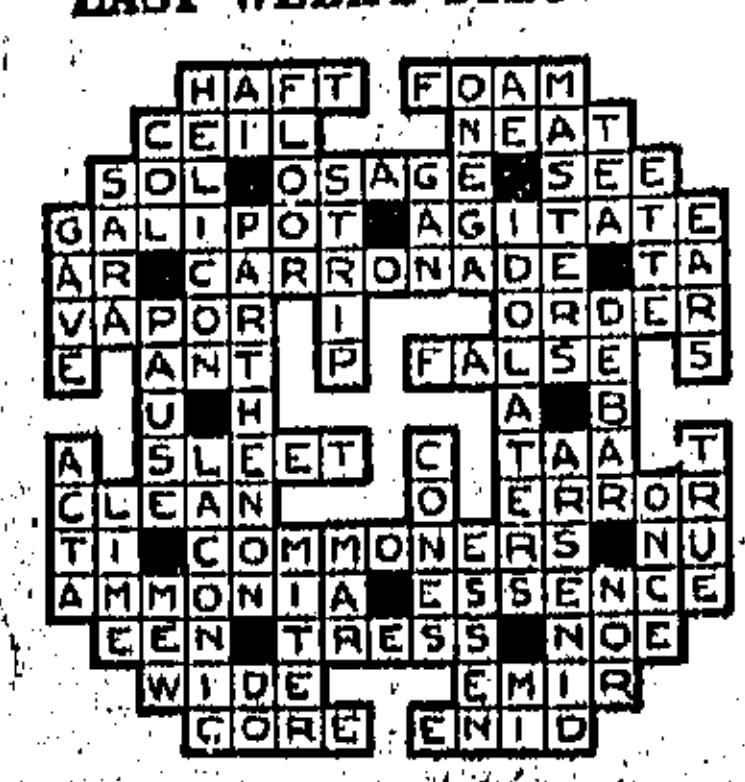
VERTICAL

- 1-Ornamental
- 2-Exclamation
- 3-Trifler
- 4-Myself
- 5-To erect
- 7-To pass as unworthy
- 8-Notice
- 9-A letter of the alphabet
- 10-Sums up
- 11-Queer
- 14-Like gold

VERTICAL (Cont.)

- 15-Yonder
- 16-To ensure
- 19-Possessive pronoun
- 23-Celebrated
- 26-To express gratitude to
- 28-To incline the head
- 30-Greek letter
- 32-To give council to
- 34-Location
- 36-Clergyman
- 37-A large Italian island
- 39-A waterfall (Scott)
- 43-Nine (Latin)
- 45-To terminate
- 47-Former Russian ruler
- 48-To break with a sharp noise
- 51-A unit of work, and energy
- 52-A kind of cheese
- 54-An Arabian garment
- 57-Into

LAST WEEK'S SOLUTION.



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PROGRESS IN PERU

(Continued from Page 18)

Peru's economical status both in
South America and the world

	In South America	In the World
Production of Vanadium	1st	1st
Production of Silver	1st	3rd
Production of Gold	2nd	—
Production of Copper	2nd	8th
Production of Petroleum	3rd	9th
Production of Cotton	3rd	7th
Production of Sugar	3rd	12th

Programme of Public Works

The programme of public works financed by the Legation Government in favour of the economical rise of Peru represents an investment of 50 million gold libras (the Peruvian pound). This programme, at present under execution, will be concluded in 1934, and comprises the following:—

Canals, 200,000 hectares, at a cost of Lp 10,000,000.
Railways, 1,500 kilometres, at a cost of Lp 15,000,000.
Highways, 50,000 kilometres, at a cost of Lp 8,000,000.
Sanitation, 36 cities, at a cost of Lp 7,000,000.
Sundry Public Works, at a cost of Lp 10,000,000.

Once the above is completed, the following increases will have been made:—

	1919	In 1934	Increase per cent.
Area irrigated and cultivated	300,000	500,000	67
Railways	3,100	4,600	50
Highways	200	50,000	2,490

Extent of irrigated and cultivated area along the Coast:—
In 1919, 300,000 hectares.
In 1929, 350,000 hectares.
In 1934, 500,000 hectares.
An increase of 67 per cent.

The Railways

Increases in mileage of National Railways:—
In 1907, 2,250 kilometres.
In 1912, 2,825 kilometres.
In 1919, 3,125 kilometres.
In 1929, 3,500 kilometres.
In 1934, 4,625 kilometres.
An increase of 50 per cent.

Railway construction during 83 years:—

	Kilometres	Increase per cent.
Government	2,234	48
Balta's	1,139	25
Pardo's	568	12
Others	709	16

Public Works already concluded by the Legation Government in 1928:—

Railways	502 kilometres.
Highways	12,614 kilometres.
Paving	1,300,000 square metres.
Irrigation	50,000 hectares.
Sanitation	14 cities.
Railway & Highway Bridges	291

Public Works under construction in 1928:—
Railways 500 kilometres.
Highways 9,083 kilometres.
Irrigation 150,000 hectares.
Sanitation 7 cities.

Railway & Highway Bridges 85.
Public Works in project:—
Railways 500 kilometres.
Highways 10,400 kilometres.
Sanitation 15 cities.

Railway & Highway Bridges 85.

Between 1919 and 1927, 52 cities were supplied with electric light; 103,023 hectares of land were distributed amongst the native Indian population; and 350 sundry public works were completed.

Capital in Agriculture

Capital invested in Agriculture amounts to 70 million libras, apportioned as follows:—

	In 1919	In 1927	Increase
	Tons	Tons	per cent.
Cotton	38,000	60,000	58
Sugar	280,000	370,000	30
Wheat	73,000	86,000	18

Cotton, Sugar, and Wheat
Increase in National Production of Cotton, Sugar and Wheat in 1927:—

Cotton:	Cultivated area 120,000 hectares.
Production	60,000 tons.
Sugar:	Cultivated area 54,000 hectares.
Production	366,000 tons.
Wheat:	Cultivated area 115,000 hectares.
Production	86,000 tons.

Value in libras of Mineral Production:—

In 1919:	Petroleum Lp 2,364,000.
	Copper Lp 2,850,000.
	Silver Lp 2,071,000.
	Vanadium Lp 389,000.
	Gold Lp 267,000.
	Sundry Lp 386,000.

In 1927:

		Increase per cent.
Petroleum	Lp 15,416,900	552
Copper	Lp 3,647,524	27
Silver	Lp 2,762,587	33
Vanadium	Lp 660,769	70
Gold	Lp 513,037	92
Sundry	Lp 2,213,466	559
Result of construction work		
carried out in 1927 as compared		
with 1919:—		

Result of construction work carried out in 1927 as compared with 1919:—

Volume of country's exports	191
Value of foreign commerce	28
Production of Petroleum	284
Production of Gold	46
Production of Silver	86
Production of Copper	41
Production of Vanadium	71
Production of Cotton	58
Production of Sugar	30
Production of Wheat	18
Production of Rice	29

Mining Investments

Capital invested in Mining and By-products amount to 50 million libras. Comparative figures for each year from 1919 to 1927, showing an increase in the value of the country's mineral production in 1927 of 25,000,000 libras, or 213 per cent, are:—

In 1929,	Lp	8,000,000.
In 1920,	Lp	8,000,000.
In 1921,	Lp	8,000,000.
In 1922,	Lp	10,000,000.
In 1923,	Lp	12,000,000.
In 1924,	Lp	15,000,000.
In 1925,	Lp	18,000,000.
In 1926,	Lp	22,500,000.

National Budget

The National Budget in 1919 was five million libras and in 1928 eleven million libras, an increase of 122 per cent.

Eighteen million libras were invested in the course of nine years toward the economical development of the country, apportioned as follows:—

Railways	Lp 4,500,000.
Irrigation	Lp 4,000,000.
Roads	Lp 2,500,000.
Sanitation	Lp 2,500,000.
Ports and Docks	Lp 2,000,000.
Paving	Lp 1,000,000.
Various Public Works	Lp 2,000,000.

Exports

The volume of Peru's Exports in 1927 was 1,708,000 tons, as compared with 675,000 tons in 1919, an increase of 151 per cent.

The total Exports value for 1927 was 31 million libras. The distribution of value of exports in 1927 was as follows:—

Petroleum	Lp 8,532,000.
Cotton	Lp 6,763,000.
Copper	Lp 4,597,000.
Sugar	Lp 4,597,000.
Various	Lp 6,568,000.

Of the total exports of 31 million libras, 61 per cent. of the trade was done in the Americas, as follows:—

United States	28.7 per cent.
Argentina	10 per cent.
Chile	8.4 per cent.
Canada	5.4 per cent.
Other countries	8.5 per cent.

Exports to Europe represented 38.7 per cent. of the total, Great Britain taking 28.7 per cent. and the balance of 10 per cent. went to other European countries.

Peru's Exports to other parts of the world are: Asia, 0.1 per cent. of the total, and Australasia, 0.2 per cent.

Imports

The country's Imports in 1927 were valued at 19 million libras. Almost half of this money (49.1 per cent.) was spent in the Americas, as follows:—

United States	42.3 per cent.
Argentina	16 per cent.
Chile	1.5 per cent.
Other countries	3.7 per cent.

Europe received 42 per cent. of the total of Peru's Imports expenditure. Of this 15.9 per cent. went to Great Britain; 10.2 per cent. to Germany; and 15.9 per cent. to other European countries.

Peru's Imports from Asia represent 5.8 per cent. of the total; and from Australasia, 3.6 per cent.

The foreign commerce of Peru in 1919 was 39 million libras and in 1927 50 million libras, an increase of eleven million libras, or 28 per cent.

Foreign Capital Invested

Foreign capital invested in Peru totals 99 million libras, apportioned as follows:—

United States	Lp 45,000,000.
Agriculture	Lp 8,000,000.
Other industries	Lp 30,000,000.
The State	Lp 16,000,000.
Germany	Lp 5,000,000.
Italy	Lp 2,000,000.
Other countries	Lp 1,000,000.

Until 1919 foreign investments in Peru totalled 73 million libras, so that in nine years investments in Peru had increased by 26 million libras, or 36 per cent.

(Continued at foot of next Column)

SOLDIERS' THEFT

A Silver Bowl And A Cup

SENTENCE DEFERRED

At the Central Magistracy yesterday morning before Mr. E. W. Hamilton Privates Woodley and L. Seale, of the 1st Battalion the Somerset Light Infantry, were charged with the theft of a silver bowl and a silver cup, the property of the Mak Sang Jewellery shop, No. 37 Queen's Road, Central. The theft took place on Friday night at about 9 o'clock.

Both pleaded guilty. His Worship: Is this the old story—you want to get out of the Army? Woodley: No, Sir. The Army is all right.

Asked what he had to say, Woodley said: "I took the bowl because I had no money. I owe a debt and tried to get some money, so I took the bowl." Seale said that he had nothing to say.

His Worship: Surely you have some reason for doing this? Seale: I was short of money. Sub-Inspector R. Shannon said that there was no damage done. Both the accused went into the shop and the bowl and cup were shown them at their request. They asked the price and then walked away with the property without paying for them.

His Worship, addressing accused: I am going to put you back to consider the sentence. You will be held in Military custody until Tuesday at 10 a.m.

LOCAL WHARVES

Change in the Official List

The following regulations were made by the Governor in Council under section 26 (1) (f) of the Merchant Shipping Ordinance 1899, Ordinance No. 10 of 1899, on July 24:—

1. (1) The following are hereby specified as wharves in Victoria for receiving or landing passengers to or from boats plying for hire:—

Fenwick-road Pier.
Laard-road Steps.
O'Brien-road Steps.
Fleming-road Steps.
Stewart-road Steps.
Tonnochy-road Steps.

Marsh-road Steps.
Canal-road West Steps.
Percival-street Steps.

(2) As a consequential amendment to regulation 1 of Table N in the Schedule to the Merchant Shipping Ordinance, 1899, amended as appears in Government Notification No. 7 of 1924, the wharves specified in paragraph (1) of this regulation shall be added to the list of wharves in Victoria in respect of which provisions of section 26 (1) (f) of the said Ordinance apply.

2. The said regulation 1 of Table N is hereby further amended by the deletion of:—

Arsenal-street Wharf.
Arsenal-street Steps.
Ship-street Steps.
Jardine Steps.

NEW ORDINANCES

Assent Given By The Governor

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—

Ordinance No. 11 of 1929.—An Ordinance to extend for a further period the powers granted by the Mercantile Bank Note Issue Ordinance, 1911, to the Mercantile Bank of India Limited, to make issue, re-issue and circulate notes in the Colony.

Ordinance No. 12 of 1929.—An Ordinance to amend the Waterworks Ordinance, 1903.

Mining Lp 45,000,000.
Agriculture Lp 8,000,000.
Other industries Lp 30,000,000.
The State Lp 16,000,000.

The value of investments made by foreign countries in Peru are:—
United States Lp 66,000,000.
Great Britain Lp 25,000,000.
Germany Lp 5,000,000.
Italy Lp 2,000,000.
Other countries Lp 1,000,000.

Until 1919 foreign investments in Peru totalled 73 million libras, so that in nine years investments in Peru had increased by 26 million libras, or 36 per cent.

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Interest this week is centred primarily in the rupture between China and Russia. News from this part of the world is always very welcome in other parts, where much attention is being devoted to developments. The "Overland China Mail" contains the news that is desired. And it is the only weekly news budget printed in Hong Kong with pictures.

Of considerable importance also is the water shortage. The first corner has been turned, much to the relief of the Government and the public, but the problem is not completely solved yet. It will be instructive to folks at Home to read how every drop of rain and each gallon of water is being watched studiously; and the "Overland" will tell them all the news about it.

The local tribunals have had a very busy week. In certain proceedings, a discourse on the muí tsai was given by an acknowledged expert, whose views will be very carefully read in Britain, we are sure. The July Criminal Sessions provided fair "copy" and the holding of two District Courts Martial on one day is not altogether common. Much criticism of films was made at the annual meeting of Hong Kong Amusements Limited.

The "Overland" gives the news of the week, local, social, sport, "China" political, etc. Be sure to get your copy.

In the whirl of a trying Hong Kong summer rendered all the more unbearable by the acute shortage of water, letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail." The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent by the fastest route, and that was the quickest route by which to get mail Home. In the march of time, the "Overland China Mail" has become the only weekly news budget which has pictures. It is made up of the news just the news, just to suit requirements, as it has done "China Mail" that make a studied appeal to people with any interest desired.

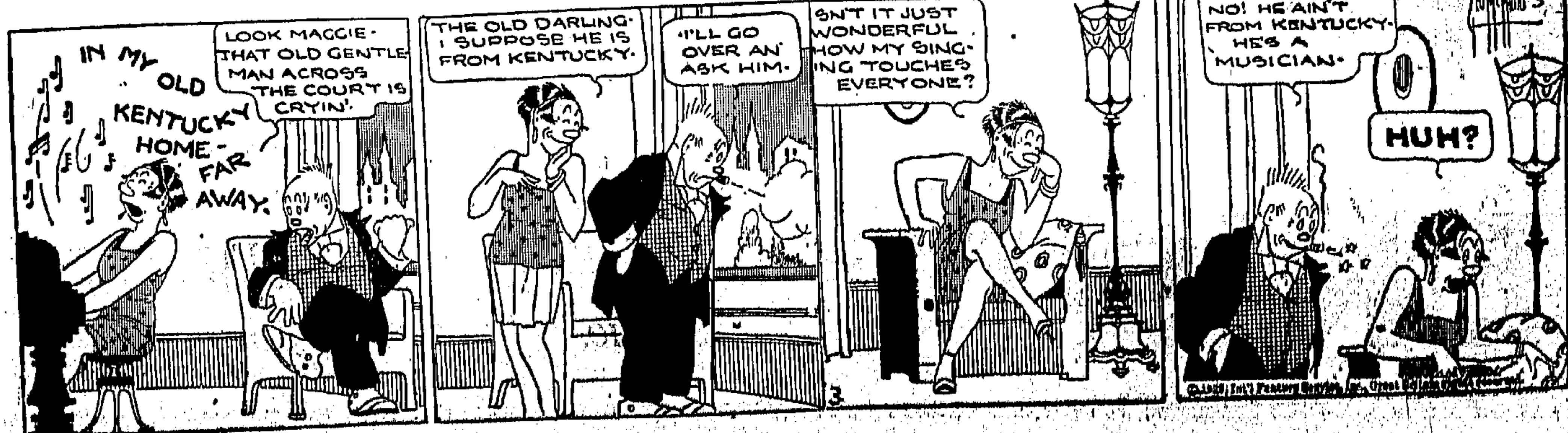
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OUR WEEKLY CHAT

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NOTES FROM THE FACTORIES

[By "Super-Stix"]

Saving the Roads

The Federal Aid Roads Board, at its annual meeting held at Canberra recently, considered a report submitted by Mr. J. R. Kemp, Main Roads Commissioner of Queensland, as chairman of the board's technical committee, the other member of which was Mr. Crawford, chief engineer for main roads in Queensland. The committee spent 12 months in the scientific examination of the effects produced on modern-surfaced roads by the weight of load and the speed of motor-driven vehicles.

Practical Tests

The report, which is a bulky volume recording the results of a very large number of practical tests, showed that the maximum destructive force is exerted when vehicles with solid rubber tyres, carrying heavy loads, are driven at high speed over the roads. Pneumatic tyres reduce the destructiveness, which is further decreased when both weight of load and speed of vehicle are lessened. The technical committee arrived at certain conclusions as to the limits which should be imposed on both the weight and speed of loaded vehicles in the interest of the preservation of the life of the road over which they travel. Tests were made by running loaded vehicles of varying weights at varying speeds on many different types of road, and it was possible to frame accurate data by which the life of a given road could be calculated with a given density of traffic, moving at given weights and speeds.

Limitation of Weight

In the course of the discussion it was stated that in New South Wales there is a nominal limitation of weight of a loaded lorry to 12 tons in the metropolitan area and 13 tons outside, but it is provided that any lorries which were in use before the limitation was imposed may continue to operate. There was a considerable number of lorries on the road, which, when loaded, weighed 15 tons, and these continued to run in accordance with the exemption. The destructive effects of such vehicles when driven at 25 or 30 miles an hour or more are not incalculable. The calculations have been carried out by the technical committee, and appropriate recommendations have been made. In Victoria the weight of a loaded truck has been limited to 10 tons in the metropolitan area and 11 tons in the country. Limitations of speed have also been laid down on certain roads, notably on the Melbourne-Geelong road. But the difficulty of enforcing the regulations in practice is very great. An army of police would be required to watch the drivers in order to ensure compliance with the restrictions. Every State of the Commonwealth has its own system—or want of system—of dealing with these vitally important questions of load and speed. The technical committee drew up a uniform system of regulation based on broad principles which were verified by actual tests.

Uniform System Favoured

The importance of the recommendations was recognised by the Federal Aid Roads Board. It was realised that the adoption of the uniform system by the report would greatly prolong the life of every road, and would save the State millions of pounds, which would otherwise have to be spent in maintaining or reconstructing the roads damaged within the next few years by the high speeds and excessive loads of motor-driven vehicles. The chairman (Mr. Gibson) promised to lay the report before the subsequent conference of Premiers.

Bolting the Plugs

It has been found that badly carbonised sparking plugs are satisfactorily cleaned by bolting them in a strong solution of caustic soda. The solution should consist of one ounce of soda to ten ounces of water, and the plugs should be boiled for about five minutes, care being taken to wash them finally with cold water, and to dry them as far as possible by bringing them into contact with warm air for some minutes.

Motor Bathroom

A mobile bathroom mounted on a motor-chassis has just been completed by Morris Commercial Cars, Ltd., of Handsworth, Birmingham, for the Nawab of Bhopal. The equipment comprises a full-length bath, washstand, dressing table, combined bed and chest of drawers, electric fan, and speaking tube. A tank filled from the roof supplies the bath, water being heated by the exhaust. There is a nickel wash basin. The interior and the fittings are in white and blue and the appointments are handsome and luxurious.

A Precursor of the Motor

No one seems to have remarked upon the occurrence this year of the centenary of an eminently notable event—that of the first road tour that was ever undertaken in a self-propelled carriage. In July, 1829, Sir Goldsworthy Gurney made his famous journey in a steam carriage from London to Bath. Gurney was a surgeon in Marylebone, greatly given to the working out of inventions in his spare time, and it took him some years to complete his first "motor" in his backyard in Albany-street. He accomplished the journey to and from Bath at the rate of fifteen miles an hour, and there was only one disturbing incident. A crowd assembled at Melksham, set upon the machine, and having burnt their fingers, threw stones and seriously wounded the stoker.

German "Aid" Service

The German Automobile Club of Cologne is to organise an "aid" service for motorists on lines very similar to those of the British R.A.C.'s service. The service will be available for all motorists travelling on the roads of Germany, whether they are members of the club or not.

Mist or Fog

A long journey may be started in bright sunshine and end in thick fog or dense ground mist, and in such circumstances a driver can very easily be caught unprepared. It is well to bear in mind that a yellow duster, or even a yellow or amber handkerchief, tied over the front of the lamp will often act as a very useful emergency fog-penetrating lamp.

Refractory Threads

Threaded parts such as radiator caps, carburettor float chamber caps and screwdown fillers sometimes become stuck and hard to release. It has been found that if a pipe wrench be used on them the milled edge may be scored and marked. A much better method of undoing the offending object is by winding a strap around it, passing the free end through the buckle, and pulling against the buckle so that with every extra pull the strap becomes tighter. Care must be taken, of course, to ensure that the strap is wound round the right way, or it will be found that the cap is even tighter than it was before, and the last state of affairs becomes worse than the first. This method may often succeed, if there is room to allow play for the strap and if the cap is of sufficient size to allow a purchase to be obtained on it, in cases where the pipe wrench has failed, and it has the advantage of leaving the cap unmarked.

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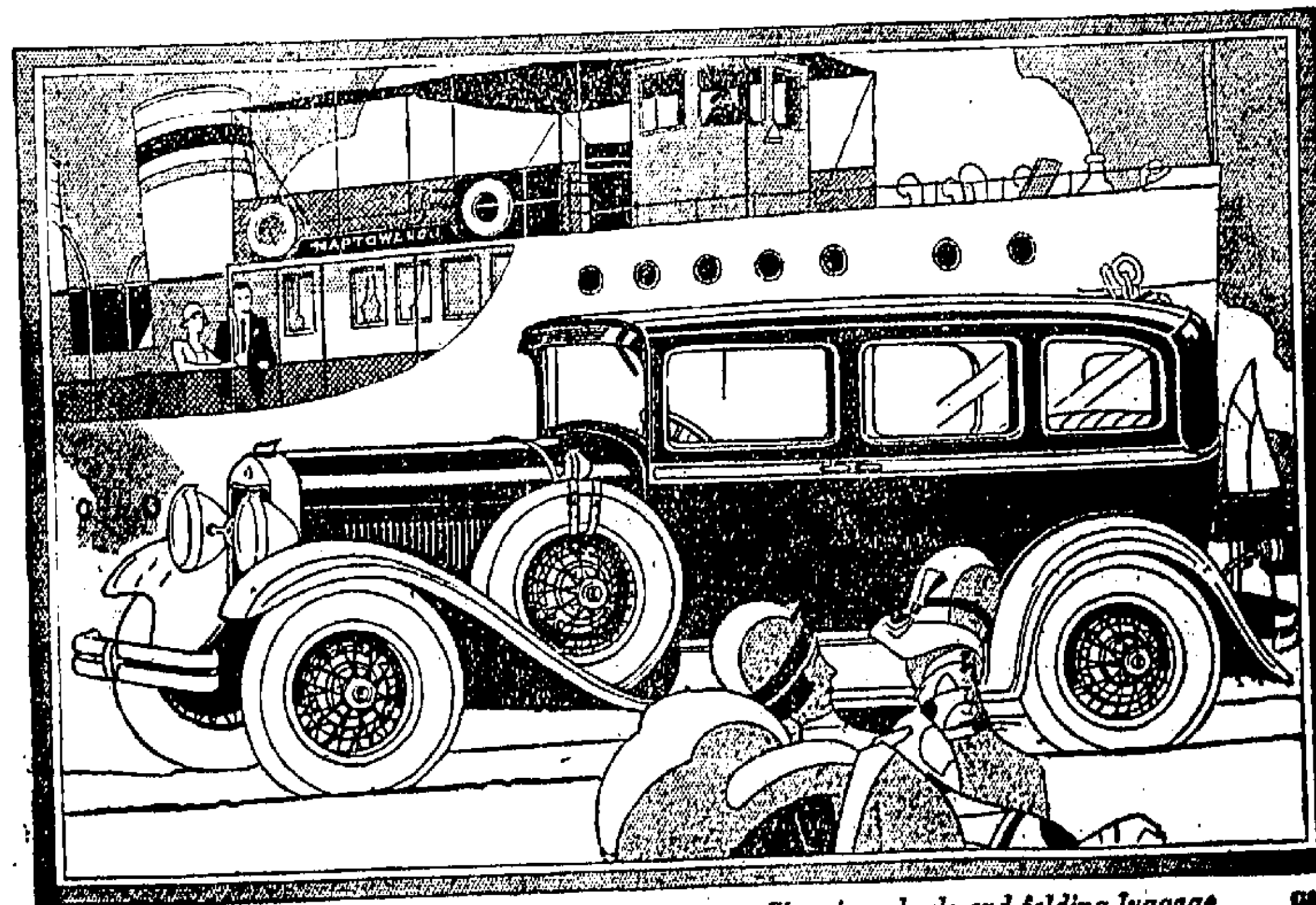


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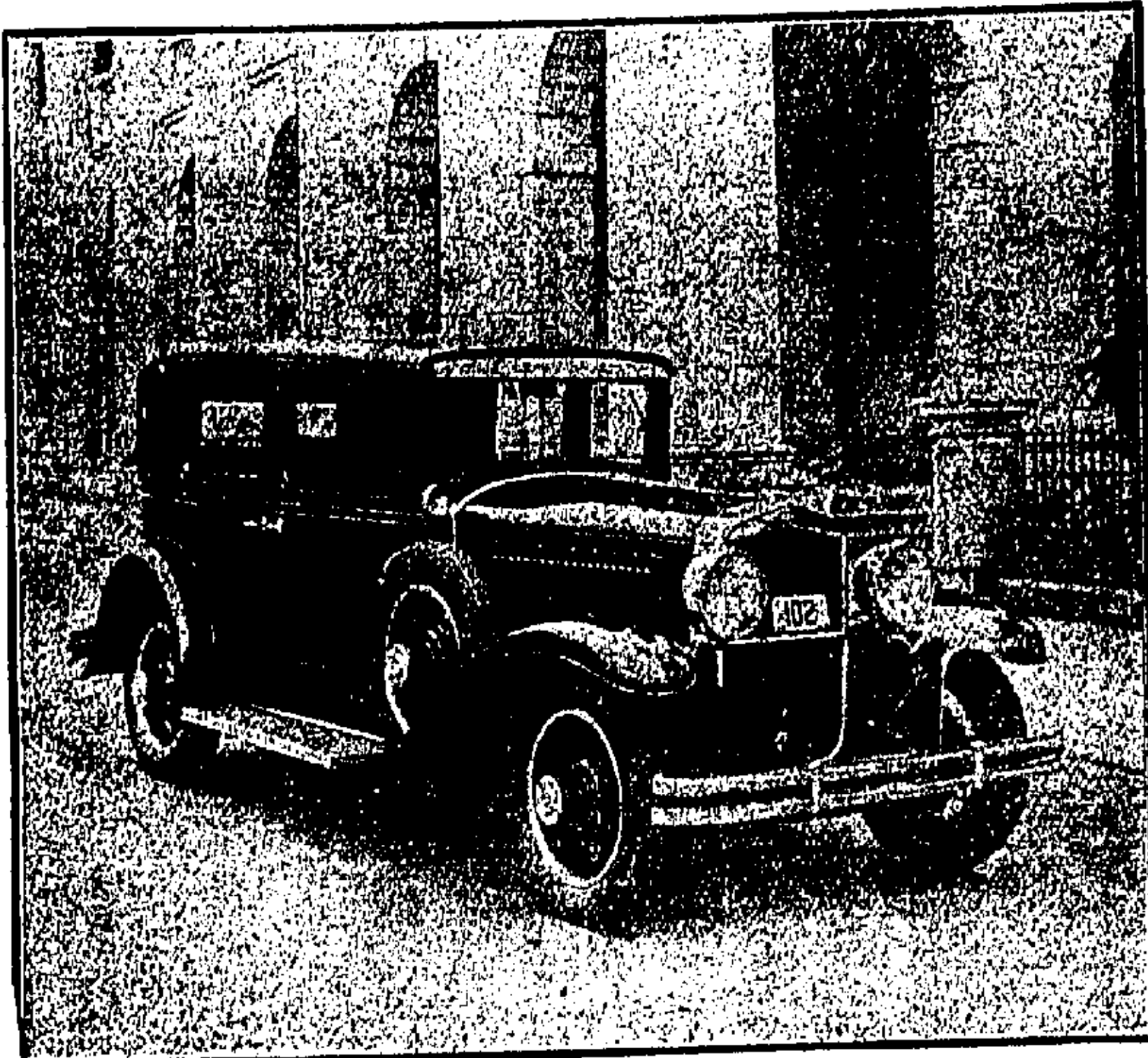
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LICENSING

Important as have been the advances made in that portion of our great motor-vehicle industry which is concerned with the transport of passengers by road, there are still many pettifogging restrictions which should have been abolished years ago—restrictions which cause an enormous amount of trouble and expense both to our chassis builders and body-builders and hinder that smooth co-ordination of design and production which should be the aim of the efficient maker.

Recommendations issued to makers and licensing authorities by the Ministry of Transport are all very well, and they may have done something to help in the situation, but far too much latitude is permitted the individual local licensing inspector, who often imposes various petty restrictions and demands modifications, all of which constitute very considerable annoyance and difficulty to the vehicle producer and, often, to the user.

It would not be so serious, says "The Commercial Motor," if there were any considerable measure of co-operation between the various authorities concerned, but, at present, those responsible for the licensing of vehicles in one area may have ideas completely at variance with the authorities in another and possibly adjoining district.

COLOURED LIGHTS

How Traffic Is Controlled in Berlin

HIGH SPEED TESTS

Sir Henry Segrave, who returned to London recently after his latest motor-boating triumph in Germany, investigated during his visit to Berlin the traffic conditions in that city.

In view of the fact that automatic traffic control is shortly to be introduced in London, his article, published below, is interesting and instructive.

While London traffic authorities are talking of starting automatic traffic control in Oxford-street as a solution to traffic blocks, the system is now in full operation throughout Berlin.

Not only is traffic automatically regulated at hundreds of points, but a semi-automatic system of signalling, by which drivers of vehicles are shown their intentions, is also compulsory and standardised.

Drivers of motor vehicles also have to undergo a driving test before they are given a licence. This is severe, and includes a test of knowledge in the mechanism of the vehicles.

When I last visited Berlin these innovations were in their experimental stage, writes Sir Henry Segrave in the "Daily Mail." They are now in full working order, and in my return to the city I was greatly interested in studying results.

Excellent Driving

My impression is that the traffic in Berlin, both from the point of view of drivers and walkers, is managed better than in any other city in the world. The standard of driving is also excellent.

It would, however, be unfair to compare Berlin traffic with London traffic, because Berlin is less crowded than London. But at the same time a system which has such excellent results appears to be worthy of examination.

The system of automatic traffic control struck me as being of special help to walkers.

The traffic control lights are suspended on standards in the middle of the street. Red means stop, green road clear, and yellow prepare to stop or proceed.

They are used at nearly every crossing and the intervals at which the various warning lights appear are regulated to suit conditions at individual crossings.

Walkers wait for the appearance of the red light. They know that traffic cannot move while this is shown and that they can cross in absolute safety.

Another advantage is the reduction in the number of police required. Except at very busy crossings the lights are alone considered sufficient. Traffic in fact does stop and proceed smoothly without the aid of a policeman.

The standardisation of driving signals is another important feature of Berlin traffic. In London and other cities automatic signalling is spasmodically used. In some cases the signals are given at the back of the car, in others at the side.

In Berlin the warning signals appear only in one place, so that every driver knows where to look for them, and what is more, does look for them. To ignore the signals means heavy punishment.

They consist of metal hands, one on each side of the windshield. They are operated from the dashboard.

By means of a simple control the driver can raise either of these hands to indicate if he is making a right or left hand turn. There are no other signals. They have the merit of simplicity and they are infinitely more helpful than the meaningless hand-wagging by which so many drivers in England confuse each other.

The signals I observed were invariably given, and in plenty of time, and acted on invariably. The question of driving examinations before a licence is granted is a very controversial matter. This position in Germany has certainly resulted in a high standard of driving.

The test is thorough. The candidate has to pass a stiff examination in traffic regulations and the rule of the road. The car is provided by the Government department concerned.

High-Speed Tests

One part of the test is high-speed driving. An official sits by the candidate and insists on a burst of high speed, and watches to see if the driver can judge his distances when pulling up.

An elementary knowledge of the mechanism is also required. The official puts the car wrong and asks the driver to put it right. The result is that every beginner starts on the road with a reasonable knowledge of how to drive, road courtesy, and traffic rules.

To sum up, I really think that we have quite a lot to learn from Germany in this matter, and that it would be well worth the while of our traffic authorities

LURE OF BALKANS

Through 13 Countries With A Humber

The average Briton's tendency to depreciate his successes or, at least, to keep silent on the subject, has ever been a national characteristic, and in these days of self-advertisement is even more remarkable than before. It has its disadvantages, however, because it undoubtedly affects trade which receives stimulation from the often, bombastic stories of more pushful competitors. When the Briton is inclined to minimise a successful achievement and, in fact, almost to apologise for it, the world in general is liable to place a similar value upon it.

The suitability of British motor cars for overseas is a case in point. Undoubtedly, a great deal of hostile propaganda inspired by interested parties has been circulated on this subject, but it must also be admitted that a certain amount has, as it were, gone by default by reason of this national objection to talking about their unsuitability for local conditions.

A good example is afforded by the account of a tour in the Balkans by Mr. J. W. Fitzwilliam and his brother, both amateur motorists, with a Humber Fabric Saloon. Having heard something of Balkan roads it was obvious that hard wear and rough conditions would be encountered and that expert help would be quite unavailable in many places. The car selected had a fabric saloon body, and the makers fitted it out with spare parts of every sort and description. So successfully, however, did the car stand up to its work that at the end of the journey the packages were returned to the works at Coventry unopened.

After landing at Ostend the first part of the itinerary was through Belgium and Germany with no incidents worthy of note except perhaps for an amusing event at Bayreuth, where the landlord of the local hotel, being somewhat lacking in garage accommodation, housed the car in the hall, where it spent the night entirely blocking the passage between kitchen and dining-room.

Road Conditions Vile

The road conditions in Czechoslovakia proved vile although towards the Austrian frontier the width is considerable, only a small portion in the middle is metalled, the remainder being a quagmire in wet weather. However, Vienna was reached in safety, and the attractions of the fine city, good music, fine pictures and buildings were greatly appreciated. Then followed a run across the great Hungarian plain to Budapest, where a few more days were spent. Conditions then became more primitive, and the road to Belgrade after the Jugo-Slavian frontier had been reached was an endless succession of potholes and open culverts which, with geese, children and pigs made the passage through the villages a slow and hazardous undertaking.

Between Belgrade and Sofia real Balkan road conditions were met with. For mile after mile the car bounced, slid in and out of potholes, but rather from ridge to ridge of exaggerated corrugations, so that a good clearance such as the Humber possessed was essential. Under such conditions driving became very tiring and, now and then, where a comparatively good stretch of road appeared, the driver was tempted to open out. The travel came to the conclusion, however, that it was some trick of the Balkan road maker for, time after time, when they had accelerated to 30 or 40 m.p.h., a gaping chasm would appear, and they were faced by a broken or rotten bridge. After passing the Bulgarian frontier the road at times blended itself with the river bed and it meant moving boulders and wading through the stream before a way could be found.

Mr. Fitzwilliam and his brother were enthusiastic about the warm welcome they encountered in the Balkan cities. In their own phraseology: "What these Balkan cities lack in Macadam and Tarmac their inhabitants make up for in kindness and hospitality."

Wild and Picturesque

From Sofia the route led down through the wild and picturesque valley of the Struma into Macedonia. Just north of Salonika, the travellers were warned that they might be held up by brigands and, sure enough, two rather desperate looking characters did "hold up" the car, and were suitably removed. Later, in Salonika, however, it was learned that the two "brigands" were gendarmes actually trying to warn the Humber and its crew of the dangers ahead.

The glorious scenery of Albania and its picturesque inhabitants were thoroughly appreciated; in fact the travellers were so impressed with that little piece of mediæval Europe that they were moved to wonder whether civilisation has not gone too far and what such modern amenities as trains and trams, paved streets and theatres bring which can be worth more than the simple outlook on life of those brave and courteous people.

The mountain scenery of Montenegro (Continued at foot of next column.)

to send a representative to Berlin. But while traffic is managed well, the roads during wet weather are a nightmare. There is no anti-skid top dressing and they are just like ice. Germany might return the compliment by sending over to see our roads.

One interesting point I noted in connection with motoring offences. The police pay little regard to speed and drivers are rarely troubled unless they meet with an accident. But if a driver touches a walker or lifts another vehicle there is a thorough investigation, and if he is to blame he is in for serious trouble.

SPEED CONTEST

Regular Factory Production

ARGENTINIAN RESULT

That public interest continues to centre on the performance of regular factory production automobiles rather than special built racing cars was demonstrated in Argentina recently during the "Gran Premio Standard 1929." The race, which is one of the country's leading speed events and confined to strictly stock cars, attracted the largest attendance in its history.

The event was sponsored by the Circulo Automovilista Argentino, motor organisation, and was run over country roads from Florencia Varela, near Buenos Aires, to Mar del Plata and return. The distance for the round trip is 540 miles.

Leaving Florencia Varela at one-minute intervals in the morning, the 32 entrants started for Mar del Plata on the first stage of the race. On the following day the return trip was made, with only 18 cars completing the run. On arrival in Florencia Varela, the cars were turned over to the Automovil Club Argentino and thoroughly checked by a staff of 12 competent mechanics to determine if they were strictly stock models. As a result of this inspection, three cars were disqualified.

Major honours in the speed contest were won by a Studebaker President Eight Roadster, driven by Miguel Viggiano. Viggiano was declared "absolute" winner when he completed both stages of the race 40 minutes ahead of the field. The Studebaker, which completed the 540-mile run in 9 hours, 35 minutes and 49.2 seconds, also finished 1 hour and 40 minutes ahead of the nearest competitor in its class to win class honours.

The President Eight Roadster which won the "Gran Premio Standard 1929" is the same model that won 11 world and 23 international speed and endurance records for Studebaker when it travelled 30,000 miles in 26,326 consecutive minutes.

ON THE ROAD

The New Essex "Six"

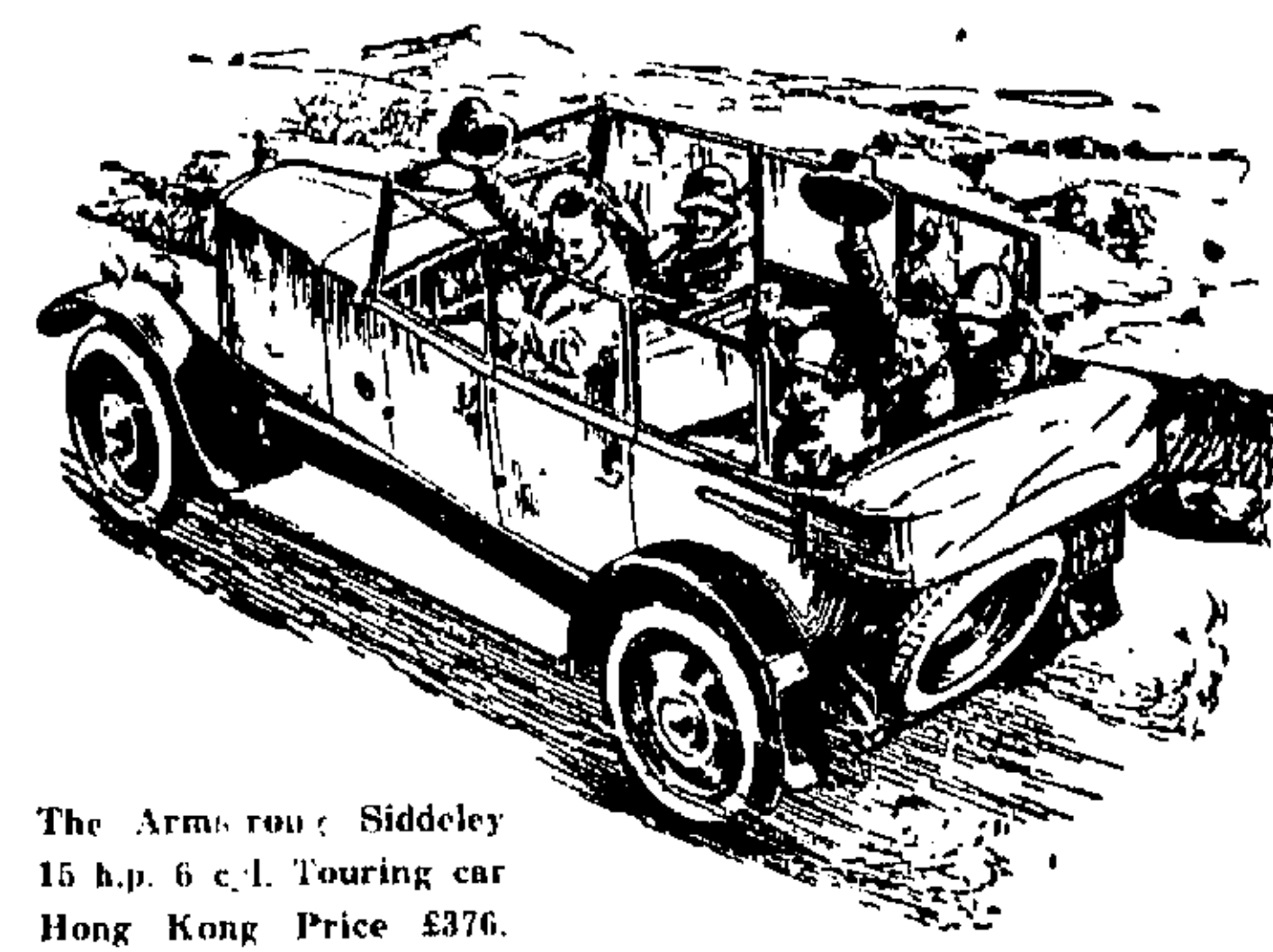
As a rule (says a correspondent of the London "Daily Telegraph") the latest types of U.S.A. cars are seldom seen on English roads until June each year, so that I was agreeably surprised to see the latest Essex "super six" cylinder saloon in the hands of a friend of mine earlier. I borrowed his car to see how it compared with the previous Essex models which were good value for their low price. The cost of the new six-cylinder Essex saloon, which contains all the merits of the former models with fresh virtues of its own, is only £295.

On a 100 miles run the fuel consumption of the car, which is rated at 18.2 "m.p.g." worked out at a fraction under 25 miles per gallon. It was driven on the open road about 35 miles an hour average speed, with bursts of 60 miles an hour in a few open spots, and crawls through parts of London and its suburbs, Richmond, Staines, Henley, and the outskirts of Oxford, on top gear at five miles an hour, as any ordinary user on pleasure or business would handle it. It is a very easy car to manipulate, the brakes are efficient, the acceleration to 30 miles an hour for traffic contingencies is rapid, and the engine runs quietly. Ladies will like this car because it is practically a "top gear" proposition after starting from rest.

The three-speed gear-box gives an easy change of ratios without any special handling, and steering is very light and so are the pedal controls. The radiator shutters being controlled by hand, the engine can be maintained at its best temperature to give economic running. Actually the engine is larger than the model it displaces, its maximum speed having been increased, as well as its accelerating powers improved. The coachwork is comfortable and more room is available, while chromium plating of the bright parts has lessened labour in keeping this saloon clean and bright. The equipment includes an efficient screen wiper on the vacuum system. As both front and rear seats can be adjusted to suit five occupants this new Essex makes an admirable family carriage at a very moderate price for a six-cylinder car.

was most impressive, and provided a good test for the hill climbing capabilities of the Humber. After leaving Cortina, a wonderful mountain road with twenty-four hairpin bends led towards Ragusa and the Dalmatian Coast. From Trieste the itinerary proceeded through Riva on Lake Garda to Milan and Stresa, and so into Switzerland, via the Simplon pass.

By the time France was reached thirteen countries had been traversed during the tour, and the Humber, without any special preparation, had survived without the least trouble at the hands of two amateurs under conditions which are generally considered to rival any of the so-called "colonial" variety, over 4,600 miles of roads, good, bad and sometimes almost non-existent. In Budapest, by the way, it was learned that there was a Humber which had been running in the city for sixteen years, a fact which speaks well for the reliability of British cars in general and the Humber in particular.



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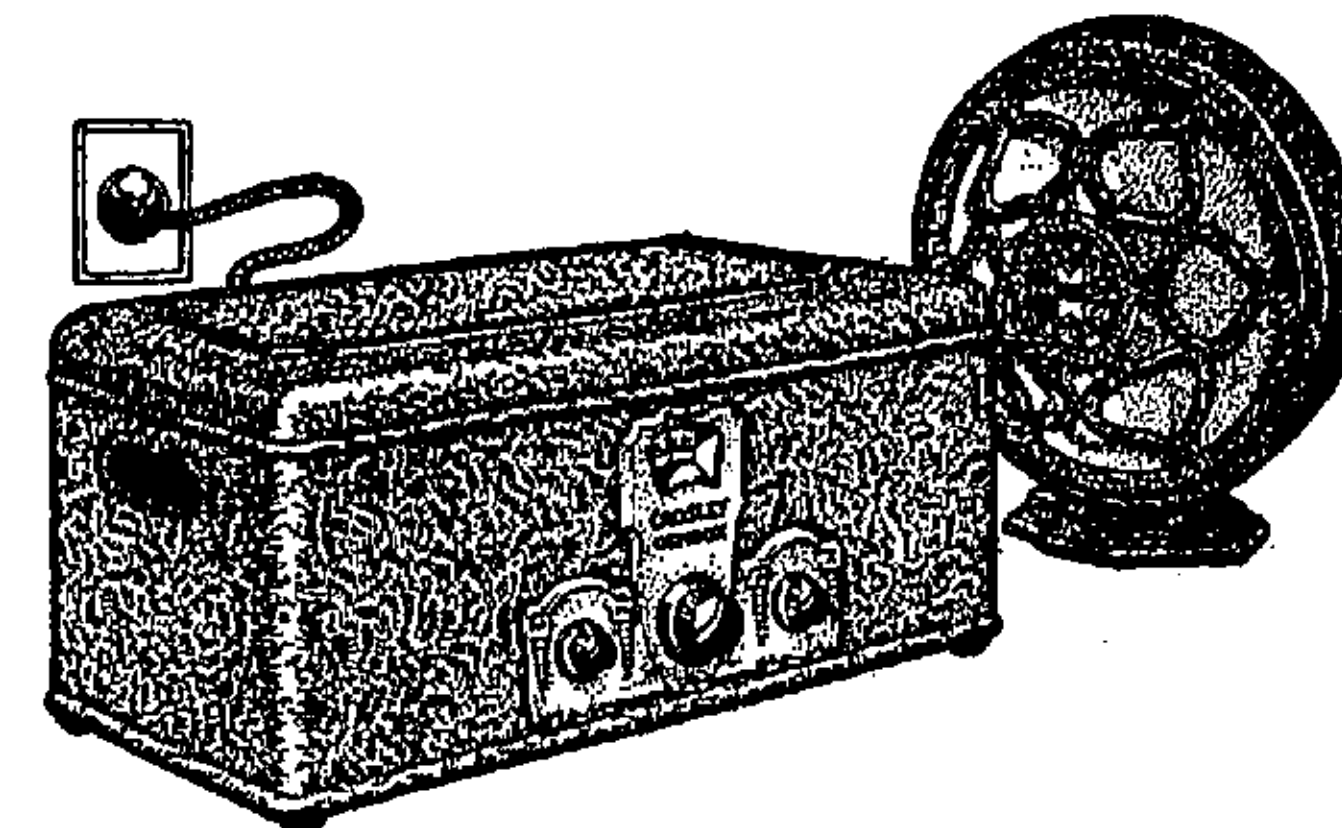
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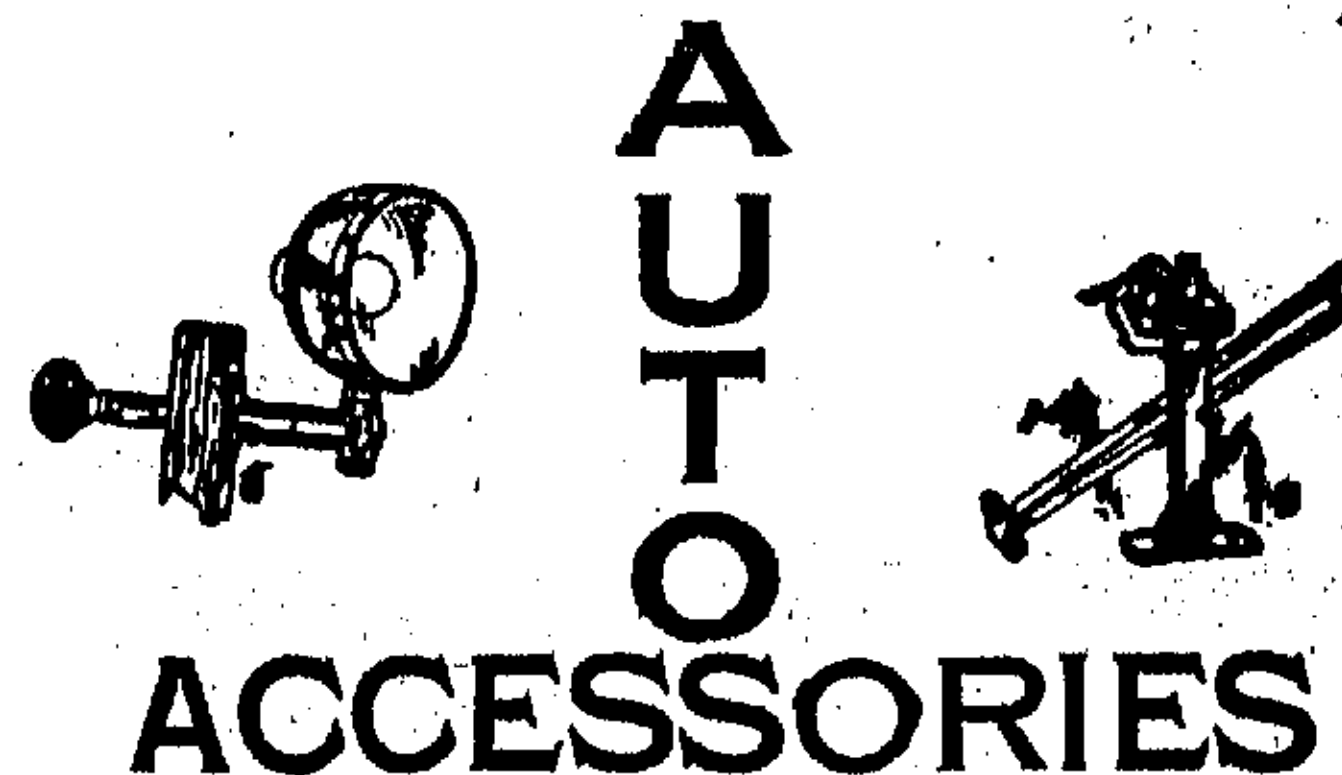
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TRIUMPH CYCLE LEAD

A recent number of the Municipal "Gazette" of Shanghai contained some very interesting tables of the numbers and makes of motor vehicles registered in Shanghai, which should prove tasty reading for the Commissioner of Revenue especially if less so for his colleagues of the P.W.D. and Traffic Department. Taking private and public cars together, Buicks head the list with 642. Then come Morrises (both Oldsmobiles and Cords) 412, besides five Marks Minors. Then Ford 367, Chevrolets 247, Studebakers 226, Dodge 206. On private owned cars alone there are 187 Dodges with 187 Buicks, but no Buicks in the hire car class. Among the high priced cars there are no fewer than 50 Packards, six Rolls Royces, six Daimlers, two Pintos, one Buick, one Buick and one Lincoln. As for the hire cars, the most plentiful are Buicks, 1,000 to 1,100, followed by Morrises, 813, Tilling Stokers, 60, Stewart 20, Renaults 14, and 14 Triumphs, the motor cycles are Harley Davidsons 64, Benlions 46, Indians 46, Excavators 36, and 36 in Shanghai, 36 number of motor trucks and 96 of motor cycles. The grand total of motor vehicles is 2,370.

One of the most interesting sporting cars on the road is the new Arrol-Aster 17.50 h.p. single sleeve-valve six-cylinder supercharged model, which has been brought out recently, rather as a special job for those who require a body replete with all the usual comforts but with a livelier, faster engine, giving a "sporting" performance. This new model sells at exactly £100 more than the ordinary model that is to say, at £698/- and should definitely fill a gap for the driver who wants a sports performance with all the comforts and ease of driving an ordinary standard six-cylinder car. Incidentally, the sleeve-valve "straight-eight" can also be fitted with a supercharger.

The six-cylinder engine is of the well-known Arrol-Aster single sleeve-valve design, incorporating the new wobleshaft which has cut out the disadvantages up to now inherent in the sleeve-valve engine. The performance of such a car should be interesting to watch.

In these days of crowded roads and fast moving traffic, says a contributor to "The Light Car and Cyclecar," an elementary knowledge of First Aid may make all the difference, if not between life and death, at least between acute agony and comparative comfort, not to mention after-effects in the prevention of blood poisoning, etc. No car, she continues, however small or old, or used on however small or great a mileage, should fail to carry an outfit. It is possible to purchase a comprehensive outfit quite cheaply, but, personally, she says, I use one of my own manufacture. This I have made from a piece of cretонец-covered oilskin and it contains essentially only—cotton-wool, boracic lint, several bandages, a packet of safety pins, a tube of "new-skin" and a phial of iodine. A pair of sharp scissors are also needed, a small sponge and a packet of boracic powder. With these and a flask of brandy, a first-aid outfit adequate to every need is cheaply provided, and is worth its weight in gold when emergency arises.

With the possible exception of gear changing, the greatest difficulties a novice has to master in learning to drive are undoubtedly in connection with reversing, says "The Light Car and Cyclecar." Some motorists, the article continues, never really learn how to handle a car neatly and with certainty when travelling astern, but this is no excuse for shirking their responsibilities in this direction. To become proficient certainly requires definite practice, 'but the fact that skill in reversing will enable a driver to avoid damaging wings or body panels, to say nothing of saving hours in the course of a year when the car has to be driven out of awkward places, should be a sufficient incentive to encourage everyone to give up a spare half-hour or so to learning the gentle art of reversing a motorcar.

Dealing with the subject of benzole "The Motor," in a leading article refers to the increase in the production and expanding exports of home-produced liquid fuel. Our contemporary remarks

"We have pointed out that with the increase in the number of plants treating coal in various localities, there should be an additional and expanding supply of benzole to meet what is described as "the enormous demand" which is said to justify the existing price of the commodity. The point that seems very serious is that the home market does not yet appear to be affected beneficially by the increased supply. We have now had an opportunity of referring to the latest Board of Trade Returns which show the imports and exports for the first four months of the years 1927 & 1928. There we find some rather remarkable figures relating to exports of benzole and tinalol. In the four months ending April 30, 1927, we exported 22,767 gallons; in the same period in 1928 the quantity sent abroad had risen to 956,687 gallons, an increase of 937,820 gallons! Nearly a million gallons of home-produced fuel sent out of the country in four months! Down to April 30, in 1928, we exported 773,887 gallons, which is 215,120 gallons more than in 1927, and the 1929 figures are 712,700 gallons in excess of 1928.

With the number of women drivers increasing by thousands and thousands each year, automobile manufacturers more than ever before consider this factor in the design and construction of their products. This is aimed at by including as many conveniences and safety features as possible, that will appeal not only to women, but to all drivers.

A clear example of this is seen in the Willys-Overland Company's new line of Whippet Tours and Sixes. Notable among these outstanding conveniences on these cars is the "Finger-Tip Control." This consists of a button connected by a cable to the steering wheel to control all the functions of starting the motor, manipulation of the lights and sounding the horn.

In addition to this being a decided safety factor it also materially increases the driving comfort of the driver. With this new improvement the driver no longer searches with his left hand for the starter button usually found on the toe board. Instead, a slight pull of the button starts the engine, a turn of the button to the right controls the lights of the new type headlamps, and the horn is sounded by pressing the button downward with the finger.

The new improved steering gear also provides easier handling of the car with a minimum effort. This permits women to more easily park their cars. The increased speed gear is a distinct aid in heavy city traffic and allows a quicker pickup and get away.

The larger and more comfortable interiors as well as the large, easily operated 4-wheel brakes, also are distinctive features which will appeal to both men and women drivers, while the notable fuel and oil economy and low maintenance cost make the Whippet outstanding in the low priced classification.

London, June 20.

Sir Henry Segrave, who established the land speed record of 231 miles an hour at Daytona last March, announces that more engineers will design a new car for an attempt to lower the record next year. This view is shared by Captain Irving, the designer of Sir Henry Segrave's Golden Arrow, and by Mr. Louis Cantalen of the Sunbeam Motor Car Company.

The Inter states that he proposes to build a motor car which will greatly exceed the maximum speed of the Golden Arrow, but profiting from experience in the past no technical details of the car will be published.

Mention of the Olympia Show recalls the fact that new regulations are being mooted for dealing with the state of congestion that is a chronic feature of the annual Motor Show. Last year, despite a drop in attendances, many of the stands at which the more popular models were displayed were uncomfortably crowded and it required considerable "push" on the part of visitors to obtain even a glimpse of the cars they had come to see.

When Olympia is finally enlarged this congestion may be relieved, but in the meantime the new regulations proposed offer a palliative. If they are adopted the number of agents and salesmen on each stand will be severely curtailed or they will disappear altogether and each exhibitor will only be allowed a few attendants who will be prohibited from asking visitors to buy cars and whose sole function will be the proper one of answering questions relating to design, performance, price and service facilities.

The latest motor-coach enterprise is the adornment of the spacious rear of vehicles with pictures of beauty spots on the routes served. The effect of the competition of motor-coach traffic on railways was mentioned by Justice Maugham during the hearing in the Chancery division of a petition for the appointment of a receiver for the Southwold Railway Company. It was explained that although it was a railway derelict, only Parliament could order the winding up of a company which was incorporated by Act of Parliament, but it did not include the amalgamation of railways. The Judge, while approving of the appointment of a receiver, said that it was not the real remedy in legislation necessary to deal with the matter, because other small railways had not been abandoned in view of the severe competition of road traffic.

"The year 1929 has marked the beginning of an era of safer cross-roads," says "Motor Cycling." "Until the latter end of 1928 the old-fashioned style of cross-roads with all four streets at right angles and with no means for taking care of the safety of wayfarers, was practically universal and new roads were being built with no apparent appreciation of the danger which such intersections created. Before the last page is torn from the calendar of the current year, however, all the indications are that safety-first cross-roads and devices for making them safe will be noticeable in all parts of the country. In the London district a tour of the arterial roads and by-passes shows that already at many cross-roads the design of the intersections has been made such that drivers cannot unexpectedly find themselves in difficulties, whilst at a large number of others flashing beacons have been installed.

Following the recent amendments in the Customs regulations of the United States, which permit the importation of automobiles by residents of foreign countries for a period of 90 days, free of duty, and without signing any Custom bonds, the United States Lines announce that they will carry automobiles as baggage. The necessity of crating will thus be obviated. The scale of charges ranges from £24 14s 10d to £34 0s 5d.

One of the most annoying lesser difficulties to rectify is a punctured float. A method of overcoming this trouble, which has been found effective, is first to enlarge the hole to allow the petrol to escape, then to put it on one side for several days so as to allow all traces of petrol to evaporate. If this procedure is not adopted there is a danger of an explosion when the soldering iron is applied. After soldering up the hole, care should be taken to scrape away all superfluous solder so that the float is as near to its original weight as possible. Otherwise it will alter the petrol level in the carburettor and cause flooding, unless suitable adjustment is effected to counterbalance the modified weight.

Various matters of interest to motorists were reported at the annual general meeting of members of the Society of Motor Manufacturers and Traders, held on May 9. In their report the Management Committee deals with occurrences during the past year.

As regards the number of private motor cars licensed in Great Britain, these were 689,913 in 1926, in 1927 they were 786,610, and last year 881,645. The totals for commercial vehicles for the three years were, respectively, 257,173, 282,905, and 305,744. Hackneys, numbered 100,335 in 1926, 95,526 in 1927, and 95,412 in 1928.

The value of imported private cars showed in 1928 an increase over the 1926 figures, but a decrease as compared with those of 1927; the actual numbers of cars for these three years being: 12,064 (£1,931,708) in 1926, 19,219 (£3,669,898) in 1927, and 15,620 (£2,979,180) in 1928. So far as exports of British cars are concerned the numbers and values of the vehicles exported in 1926 were 14,854 (£3,332,843); in 1927, 16,140 (£3,529,716); and in 1928, 18,306 (£3,661,998).

For the financial year 1928-29 the total revenue from motor vehicle duties in the United Kingdom was £25,357,000, as compared with £24,518,000 in 1927-28. The petrol tax realised £12,893,000.

Dealing with the private car exhibition at Olympia, the report gives the following figures of exhibitors and paying visitors: 1926, exhibitors 534, paying visitors 264,445; in 1927, exhibitors 534, paying visitors 275,22; in 1928, exhibitors 534, paying visitors 253,267. It is considered that the obvious attraction of last year's Olympia Show was a complete justification of the Society's decision not to break the annual continuity of this event.

That the Olympia Exhibition represents a very important item in the profit-and-loss account of the Society is shown from the fact that the profit on the Olympia Show last year was £43,491 16s. 7d., while the proportion of profit due to the Society in connection with the Scottish Motor Exhibition was £453 1s. 3d., making a total profit on exhibitions of £43,944 17s. 10d.

Drivers should frequently inspect and, if necessary, adjust the steering mechanism. When adjusting, it is best to turn wheels to extreme right. Parts are worn less at this position than when straight ahead. A good adjustment at straight ahead position may bind at the angle position.

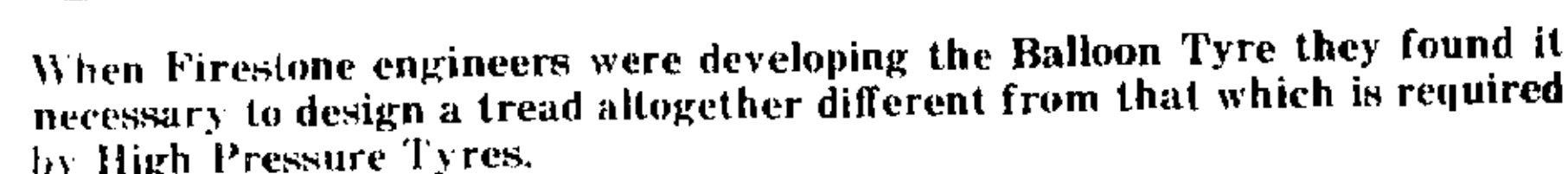
The steering column should be solidly anchored to the main frame. The point at which they join receives much of the steering strain and the shock when the front wheels meet obstructions in the road. Loose or broken rivets of bolts at this point are frequent causes of serious accidents.

Parts should not be allowed to wear excessively nor should adjustments be so poor that there is too much lost motion in the steering operations. There should be approximately one-half inch to one inch play (lost motion) on rim of steering wheel.

Never turn the steering wheel while the car is standing still. This puts a severe and unnecessary strain on all steering gear parts and is bad for tyres.

It is much easier and safer to steer a car with wheels that "toe in" than one with front wheels that are straight or "toe out." Front wheels toeing in tend to keep the car in the centre of the road; little or no effort is required of the driver to keep the car moving in a straight line. Frequent measurements between front wheels should be taken; distance between wheels should be $\frac{1}{8}$ inch to $\frac{1}{4}$ inch smaller at the front than at the back. Take both measurements at a height above the ground equal to the height of the front wheel bearings (half the height of the wheels). Do not measure between tyres; measure from a point on inside rim of one wheel to the same point on inside of the other.

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Recent Home mail papers contain a report of transport conference on the subject of road traffic noises and dangers which ought to prove of considerable interest to the local controllers of traffic. The document, however, is a disappointing

one for it appears as if London is in as great a difficulty as Hong Kong concerning the framing of any satisfactory rules that will prevent the nuisance caused by the motor-horn. At first the members thought it would be possible to fix on some type of horn for general use, the noise from which would not be too strident. But this was abandoned. In the end the ques-

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AUSTRALIAN VIEW

Praise For British Cars

One of the most prominent Australian agents of Crossley Motors, Ltd., writes as follows:—

To-day there are many makes of British cars negotiating the worst Australian road conditions with ease, economy, and utter reliability. British cars all over Australia are to-day establishing performances of scores of thousands of miles over indifferent and unmade roads and rough tracks without even trifling mishaps.

Some months ago I tested a British car and deliberately selected some of the worst varied conditions in Victoria for the car's trial. My car was a 15-h.p. Crossley Touring Model and the tour extended over 1,000 miles.

Every effort was made to get away from good roads and infrequently used roads were chosen. Heavy sand, boggy swamps, boulder strewn country, steep mountain grades, unbridged river crossings, and rough bush cattle tracks were all negotiated in turn and the car was not spared any hardships.

The load carried, including passengers and camping gear, etc., was between seven and eight cwt. The highest point in the Alps (over 6,000 feet) was reached by climbing a rough cattle track over the Dargo High Plains. Mountain grades were considerably steeper than any made mountain road in Victoria.

On one occasion, for nearly five miles, the car had to be driven in low gear over an unbroken succession of boulders and rocks.

On another part of the tour the south coastline was closely followed for

scores of miles, and in one particular instance the car had to be driven along the beach for a distance of 10 miles at low tide. The cattle track could only be regained by leaving the beach at the mouth of a shallow stream. For some distance the car had to be driven up the stream's bed through shallow water. The car behaved admirably throughout exhibiting a sturdiness and reliability of the highest order.

Whilst the tyres suffered very badly over the sharp rocks and steep rough mountain grades, there were no mechanical troubles or defects and the car has since given complete satisfaction. Before starting on the trip this car had been in constant use for over a year.

This experience is only one of very many which this well-built British car is giving throughout Australia.

SPECIALIST

A motor in a factory broke down. The operator, the foreman, and the plant engineer couldn't start it. The expert took one quick look at the machine, tapped it several times with a hammer, and told the operator to start it.

His bill was \$50. When the superintendent asked for an itemised statement, he got this:—

Tapping with hammer \$1.00
Knowing where to tap \$49.00

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BRITISH MAKES

Sales For Overseas Residents

There is a great deal of optimism concerning the sales of British vehicles overseas. The whole position has been, and still is, one of difficulty but there is fear as to the ultimate results. Those dismal pessimists who say that we are "going to the dogs, my boy, other countries are doing us down in every direction" are still with us. These sort of people do no good to their country, themselves or to anyone else, and, what is more to the point, they are incorrect.

While Great Britain can produce men like Major Segrave, cars like the Golden Arrow (the fastest vehicle in the world) and engines like the Napier "Lion," does she appear to be decadent? The answer is very emphatically in the negative.

Popular "Sixes"

We state on reliable authority, that the British six-cylinder models, now being sent overseas in increasing numbers, are creating a very good impression. Agents and buyers appreciate that these vehicles represent a real effort to meet public requirements. All these cars have the correct track, ample clearances, accessibility, and good suspension. The bodywork is handsome in appearance, while in closed cars, all-steel construction, and safety glass, are becoming general practice. Prices, are reasonable, and it should be remembered that there are limits to cheap articles. The price of anything depends on several factors, the chief ones being production, distribution, and advertising.

All these points are taken into consideration before the selling price is fixed. What the customer should consider is whether the cheapest is always the best for his, or her pocket. Other countries can certainly make cars cheaper than we can, but are the materials and workmanship as good? Glittering paint hides a multitude of sins.

Without wishing to influence purchasers in any direction we would point out that a British car depreciates less than any other car, while the second-hand values are higher than those of foreign vehicles. To a rich man these facts may be unimportant, but to the average motorist they mean a lot.

Luxurious Commercial Vehicles
Rapid strides have been made with passenger vehicles, and the commercial industry is in a flourishing condition. Four wheel brakes are fitted to most vehicles, steering is light, and the driver of the modern British passenger coach has at his disposal, comfort, speed, pneumatic upholstery, servo braking, self-starters, and electric lighting. Strange as it may appear the commercial industry appears to have made more rapid progress than the car side. The modern coach with its powerful 4-cylinder or 6-cylinder engine, and pneumatic tyres, is capable with full load, of speeds up to 50 m.p.h. says a writer in the Home Press.

The six-wheeler is essentially a British production and vehicles of this type are invaluable in countries which are without made roads. The overseas repeat orders for heavy-duty trucks and large passenger vehicles are sufficient indication that users regard them as an investment.

The Supreme Motor-Cycle
The British motor-cycle is supreme abroad, and is free from serious competition. Manufacturers are concentrating on supplying a lightweight utility machine which is simple to drive, clean to ride, reliable and economical.

The present day machine of this type is one with an engine under 175 cc's. capacity and these machines are capable of going anywhere where the driving wheel can grip. As we said in the beginning of this article we are very optimistic concerning the chances of the British motor industry overseas. Class will tell in the long run, and prices are becoming competitive.

"SQUEAK TEST"

Motorists Demand Quietude

Modern motor car manufacture has become so precise and the demands of motorists have been so exacting that the slightest noise about a car is noticed at once. Conversation was once impossible in an automobile due to the noise of the engine and the rattling of the body. This is in the long ago. Motorists now demand the quietude of the most proper drawing room in their cars.

To eliminate all possibility of the slightest body squeak the Franklin Automobile Company have constructed a unique squeak test in their factory in Syracuse, N.Y. Engineers were sent out to measure the rough spots, holes and obstacles in the worst mountain roads and to record resultant stresses on body parts.

Artificial holes and rough obstacles, exact replicas of those found in the poorest roads, were

NEW WHIPPET 6

Four-Speed Forward Transmission

A new conception of values in commercial cars is found in the new line of Superior Whippet Six 1½ ton units announced by the Willys Overland Company. In outstanding mechanical features, which include four-speed forward transmission, heavy seven-bearing crankshaft, Invartrist pistons full force feed lubrication, timing chain, big four-wheel brakes, "Finger-Tip Control" and a chassis of exceptional sturdy construction, the new Whippet Six commercial unit is seen as a striking advancement over present day engineering practices employed in other commercial units selling in the Whippet price brackets.

The company's presentation of this new line complete the Whippet commercial car programme for 1929 and provides complete coverage in the low priced commercial field. In the construction of the new commercial unit, Willys-Overland engineers perfected the Whippet Six chassis to provide power, speed, reliability lower cost per mile and general economical operation throughout, thus assuring the owner of utmost dispatch in the safe delivery of merchandise. Notable among the mechanical features listed is the four-speed forward transmission, which should have a marked appeal to all commercial car and truck operators. The incorporation of this type of transmission in the new Whippet Six commercial chassis provides added pulling ability in the low gears and enables the driver to make a quick getaway with a capacity load.

The "Finger-Tip Control" system, which has proved so highly successful in the company's passenger cars, also is standard equipment in the new commercial chassis. This system, with a button in the centre of the steering wheel, enables the driver to control all the functions of starting the engine, operating the lights and sounding the horn without changing the driving position. It is also recognised as a distinct safety factor since any one or all of the operations are performed without the necessity of the driver removing his foot from the brake pedal or taking his eyes from the roadway ahead. The heavy seven-bearing crankshaft is an important feature and is admittedly essential for the smoothest possible operation of a six cylinder engine. This crankshaft is drilled for full force feed lubrication and is an innovation in the construction of commercial chassis selling in the Whippet Six classification.

The design of the radiator, lamps, etc., follows the standard style of the Whippet Six passenger cars. Automatic windshield wiper, rear view mirror, and automatic stop and tail-light are standard equipment.

The six cylinder power plant with a bore of 3½ inches and a stroke of 3½ inches, which has proved so satisfactory in the present line of passenger cars, is employed in the commercial line and develops 50 horse-power at 3,000 r.p.m.

THE SILENCER

How Power Is Lost

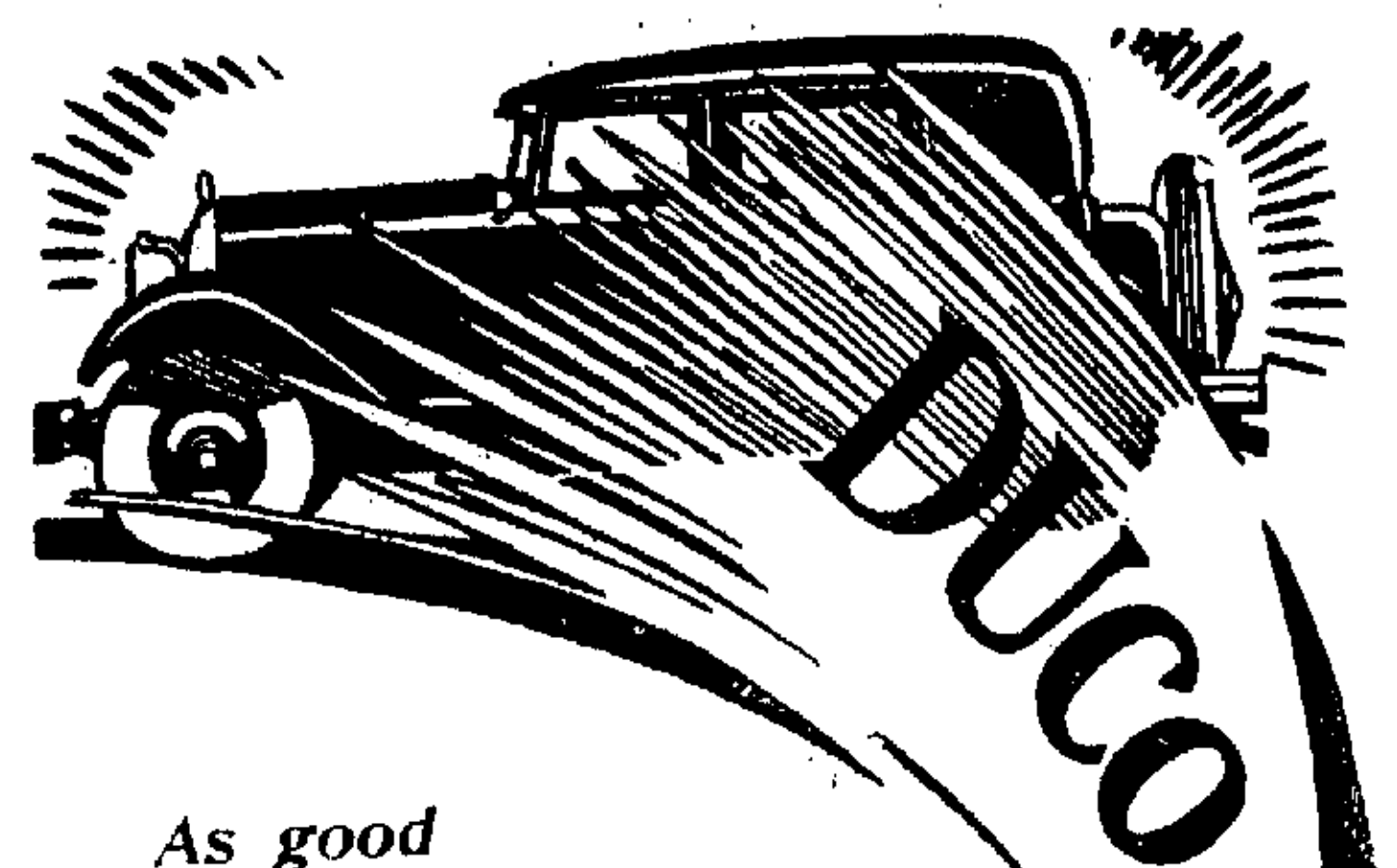
A silencer, the inside of which has become choked with carbon, will often cause a distinct loss of power. The best cure, of course, is to dismantle the silencer and scrape away the offending deposit, but in some cases the construction of the silencer does not allow this to be done. A reader recommends that after the pipe has been disconnected from the engine, the tail pipe should be plugged up with a large cork, and a quantity of ammonia poured in. If the silencer and pipe are left for a few hours, then tapped smartly with a hammer, a large part of the carbon will come out when the ammonia is emptied.

Ammonia, of course, is not a solvent of carbon, and its effect is merely to attack the grease and so loosen the deposit. The effectiveness of the idea, therefore, will depend upon whether the deposit is very greasy or not. Paraffin can be used as an alternative to ammonia, but on the grounds of safety petrol is not to be recommended.

Overseas Petrol

It is a bad practice to prime an engine too liberally, for the excess of petrol runs down the cylinder walls, washing of the oil and so descends to the sump, where it dilutes the oil. If the car is equipped with engine priming cups, these should be filled with petrol and then opened, the amount held by the small cup being the correct measure. A good plan is to tap a priming cock into the induction pipe a short distance above the carburettor, into which petrol may be squirted by means of a small oil can. This will provide a very rich mixture for starting.

set up in a circular track in the Franklin factory. Every Franklin car is run over this rough course where, in a few hundred yards, it meets the rough going that a motorist seldom sees in hundreds of miles of driving. Should the slightest squeak or noise develop in the resilient, flexible chassis or body it is corrected at once, and the car run over the test again. Every car is delivered with squeaks permanently eliminated.



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USE OF CLUTCH

Parts Taken For Granted

Some of the parts of the car's mechanism are so taken for granted that many motorists fail to understand their importance or the engineering technique and investigation which have made them possible. Such, for instance, is the clutch. That this invention has made motoring a simple art is not usually realised. Of course, it is not necessary that drivers of cars should understand all the ins and outs of all the parts of the car. It is desirable, however, that motorists should have an appreciation of what factors tend to make touring a pleasure. The clutch is one of these. It is valuable also to have some knowledge of how such a mechanism as the clutch functions, for the more one understands about one's car the better, both for the extended use of the vehicle and for the happiness of the driver. The clutch is the instrument which enables the engine of the car to run and the car itself to stand still. As every one knows it would be very awkward to be compelled to stop the engine every time it was desired to stop the car. If traffic jams are an inconvenience under present circumstances, it can be imagined what chaos and confusion would be involved in a traffic tie-up where all the engines had to be stopped after each car had moved forward a few feet. Each car would have to be equipped with about half-a-dozen self-starters to stand the strain of such a situation.

Shifting of Gears

The car driver also finds it necessary at times to have the car develop a great amount of pulling power, while at other times when the going is easy speed is the most desirable factor. The clutch makes it possible for the driver to bring different gears into mesh so that the power of the engine may be converted into car speed or pulling power as needed. By bringing different gears into play the driver is enabled to multiply the pull of the engine when going up steep hills or when travelling through sand and mud, and to obtain very high speed when the road is level and hard and great pulling power is not required.

The clutch is a device that serves to connect and disconnect the engine from the transmission, and therefore from the rear wheels. It is operated by means of a foot pedal, which projects through the toe board. The clutch is released by pressing this pedal with the foot, and when so released the engine will continue to run, but will not develop power to the wheels. If the gears flywheel of the engine to pick up the power will not be applied to the car even when the clutch is engaged. The clutch must be released whenever the gear shifting lever is moved, and should be released usually when the brake is applied.

The most popular type of clutch is composed of flat plates or discs. The number of discs employed varies with the design and size of the plates and the power of the engine. As the clutch is usually subjected to great abuse and excessive wear, it must be constructed so as to stand up under a wide margin of overwork. In the multiple disc types of clutch a number of plates are arranged so as to engage with the flywheel of the engine, and they therefore are rotated whenever the engine is in motion. Alternate plates placed between these are engaged with a drum that is fastened to the shaft of the gear-box.

With the clutch pedal in the released position, the plates are all forced apart by small springs, and they slide freely over each other. This permits the engine to run without driving the rear wheels. When it is desired to transmit the motion of the engine to the rear wheels the clutch is engaged. This is done by releasing the pressure of the foot from the clutch pedal,

OTHER DRIVERS

Why They All Seem Dangerous

George Bernard Shaw is reported, we notice, to have stated that he believes everyone's driving is dangerous except his own. His chauffeur, he said, has a tendency to regard his driving as dangerous when sitting beside him, whilst G.B.S. returns the compliment when their positions change. It does not need the Shavian intellect to form similar conclusions or to hold similar views. All of us, who normally drive ourselves, look with grave suspicion upon the man at the wheel. The reason is surely because we are rarely driven by a man who not only construes the doctrine of road sense as we do ourselves but whose reflexes also respond at precisely the same speed as ours.

A driver of normal temperament, in good health and with an athletic training—the type of man who excels in outdoor games of skill and judgment—transforms the need for action into its accomplishment more rapidly than most of us, and thus gives the impression that he is taking risks; similarly a driver whose reflexes are stodgy—who is "slow on the uptake"—scars us because he brakes later than we should have done and swerves sharply with 10 seconds to spare when we should have turned gently with 12. Either type of driver conveys to a more normal man the impression that he is not master of his car, but his record may, and generally does, deny it. It is his history at the wheel which stamps a driver as good or bad, safe or dangerous. Far more delicate and less imaginative machinery than a human brain would be needed to weigh him up from mere observation.—Light Car and Cycle Car.

Among the many reasons why an engine refuses to start are that the spray nozzle, float valve, or feed tank may be clogged, the petrol tank empty or the supply cock shut off.

which permits a strong spring to force the plates into contact with each other. The friction generated by this pressure causes the plates revolving with the flywheel of the engine to pick up the power will not be applied to the car even when the clutch is engaged. The clutch must be released whenever the gear shifting lever is moved, and should be released usually when the brake is applied.

Material Used in Plates
Most disc clutches have half the plates faced with a special friction material, the alternate plates being of smooth steel. They require no lubrication; in fact, the surfaces of the plates must not be kept free from oil. However, the clutch throw-out bearing, which comes into play when the clutch is held in the released position, must be kept well lubricated. Keeping the foot on the clutch pedal while driving, known as "riding the clutch," brings this bearing into action, causing unnecessary wear and only a slight pressure of the foot will be sufficient to cause the plates to slip, get hot, and wear out very quickly. However, when starting the car from a standstill the clutch should be allowed to slip slightly. To obtain smooth action when starting the car, it is necessary to allow the pedal to come back very slowly until the clutch begins to engage and the car actually starts to move.

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HUMBER.—Lane, Crawford, Ltd.
MONET-GOYON.—French Motor Cycle Co., 46, Nathan Road, Kowloon.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road, C. 4759.
ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
FISK TYRES.—Gilman & Co., 4a, Des Voeux Road, C. Tel. C. 290.
GOODRICH TYRES.—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.
MICHELIN TYRES.—Goeke & Co. China Building C. 2221.
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

MOTORING NOW

Are You The Perfect Passenger?

As few women owner-drivers motor for pleasure without "filling-up" the car with friends, to whom they think a ride will give enjoyment, the thought suggests the question, "What makes the perfect passenger?"

The very first answer to that question is the passenger who never touches the driver. This sounds quite absurd, but I had an instance of this particular form of imperfect passenger only recently.

I was on a long run from the coast, with more than a hundred miles in front of me before dark, so perhaps I was unconsciously "speeding" a little on the unfrequented country roads; which may have made my passenger nervous as she motors very little. But at any rate, at the moment I have in mind, I was not doing more than 25-30 m.p.h., when I sighted cows ahead, and immediately slowed down.

Knowing that animals may do anything, however unexpected, I was quite prepared for part of the emergency that actually happened. Two young cows, more frisky than the rest, quite suddenly, without warning, turned from the side of the road into the middle, just in front of my car.

The emergency for which I was not prepared was the sudden violent clutching of my arm, which all but turned the steering-wheel and sent the car skidding into the ditch. Fortunately there was no other traffic approaching, and the cows conveniently got out of the way.

The Clutching Hand

The same thing happened again later on, when I passed a turning off the main road that I was looking out for.

I stopped and backed the car in the usual way, and felt a clutch on my hand because another car was approaching. Again, fortunately, nothing serious resulted, except my lecture to my passenger for the dangers and folly of her "clutching hand."

She admitted that the action was quite involuntary, and she did not know she had done it until it was too late. The habit probably results from the many times she has cause to rush to her small children to avert accidents when tiny fingers fondle articles not intended for them. Anyway, the experience was new to me.

The perfect passenger never touches the driver's hands when they are on the steering-wheel!

In the Matter of Sign-Posts

The perfect passenger, of course, would never let one pass the sign-post one was looking for. She would warn one of its approach before one had passed it, a point on which my passengers are very remiss, I find! Invariably, if we are motoring by the map, they land us goodness knows where, and if I am relying on sign-posts I usually rely on myself to read them, and make the necessary turn before the other occupants of my car have ever seen the post. An injured "Well, you shouldn't be so quick; you should give me time to read it," is all the help I receive.

The perfect passenger interprets maps and sign-posts with alacrity! Ready, Aye Ready

The perfect passenger, too, never keeps one waiting at the start of a journey. It is quite permissible for the driver to keep her passengers waiting, for has she not a hundred and one things to see to in connection with the car before getting away?

But is anything more irritating than to be quite ready, even to having started the engine, only to find one's passengers still unready?

The really perfect passenger, indeed, is always ready at hand whenever wanted; has a due regard to the driver's skill and quickness to cope with emergencies; and is quite willing to shoulder cheerfully all the dull jobs like map-reading, checking the route, asking the way, sitting still doing nothing—and walking home if necessary—Barbara Budden.

6-WHEELER SCORES

Taking Wool to the City

The extraordinary utility and efficiency of the six wheeled motor vehicle is demonstrated most effectively in countries practically devoid of all ordinary roads. In Australia, for example, large quantities of wool have to be hauled from sheep stations, often hundreds of miles in the interior, to the rail head, and for this purpose a number of the well-known Morris-Commercial Six Wheelers are being successfully used.

The kind of work which these vehicles are called upon to do is shown by the following extract from the report of one Morris-Commercial driver:—

"... that day the truck had to cut a new track over soft, virgin-country. In places the water was over 1 ft. deep; for miles our tracks were from 1 ft. to 18 in. deep, and a third track was visible in parts where our first had been dragged. After the first time we never once got stuck and we hauled from Mobindry to Goondimind for six weeks, averaging 100 miles per day. On several occasions during the season we had heavy rains, but practically nothing could stop the truck."

SMALL FIATS

Two of the World's Best

The 9-h.p. and 12-h.p. Fiat are two of the world's best small cars. They are not listed at bottom prices in this country. The 9-h.p., for example, costs £196 as a four-seater tourer and £226 as a saloon, while the 12-h.p. is catalogued at £265 in open form and at £325 as a saloon. By contrast the 9-h.p. Standard costs £185 as a fabric saloon, and the 12-h.p. Morris-Cowley no more than £175 (open) and £190 (saloon). The methods of the famous Turin factory approximate to those employed by mass-production concerns in this country, and it is evident from these comparisons that the costs of export and of maintaining full service facilities in Great Britain prevent the Fiats from competing with home-built cars in respect of price. Neither, of course, is it possible for an Italian factory, enjoying comparatively small sales over here, to furnish such extensive service facilities as the larger British concerns can afford to organise. On both these counts the cheap British cars score quite heavily. But in spite of these handicaps the Fiat cars continue to sell very freely amongst us, and their sales are very honestly inspired. There is no racing programme. There is no competition programme. The expenditure on purchasing space in newspapers is very small indeed. The cars sell simply because owners like them, and recommend them to each other with unusual warmth.

Fault—A Virtue

Popularity with owners is the best recommendation which a car can claim. I think it is true to say that the small Fiats have only one fault, and that a fault which many owners regard as a virtue. Planned for the passes of the Alps and the Dolomites, they are rather low geared. The 9-h.p. has only three gears, plotted as low as 6, 12½ and 20 to 1, respectively, which a connoisseur will recognise as being remarkably low. But the engine is designed to turn over smoothly at very high rates of revolution, and 50 miles an hour with a fully loaded saloon body is by no means unpleasant. The 12-h.p. has four gears, so this question is less acute; but the third gear of this model would strike a sporting British owner as somewhat low. Apart from this, it is impossible to identify any principal fault in either model, and low gear ratios are naturally transformed into a most enviable virtue when the car invades the mountains. Not very long ago I took one of the very best British small cars into the mountain passes of Europe, accompanied by a 12-h.p. Fiat. It gave me a most terrific drubbing over the whole route. There was no hot spot in its engine, which would accept plenty of throttle even on such a prolonged climb as the Stelvio Pass, and never ask for even a dribble of fresh cooling water all day long. Its gear ratios were much better suited to mountaineering than my own. Even when the running degenerated to pure, blind speed, as on the special motor roads of North Italy, where there are never cross-roads nor speed limits, the Fiat scamped away from me and kept cooler than I did. It is only on the short, easy climbs of the British Isles that the design of a British gearbox can hope to score. In other words, if I resided on the Continent, or even spent a substantial portion of every year across the Channel, my patriotism would be very sorely strained.—"New Statesman."

HOW TO DRIVE

For Beginners and Others

Each motoring season introduces a large number of new motorists who have to gain their driving experiences. The great value to them of an authoritative handbook on the subject as an aid to practical experience needs no emphasising. There is very much more to learn about driving nowadays than formerly, as traffic and road conditions have been developing rapidly even in Hong Kong, and new driving problems are continually arising, and the motorist has to be well equipped with knowledge to meet these conditions.

The new and revised edition of "How to Drive a Car" (Temple Press 2/6) comprises thirteen chapters; and the reader is led step by step from the elementary principles of car control until he reaches chapters covering the finer points of driving and refinements in handling the controls.

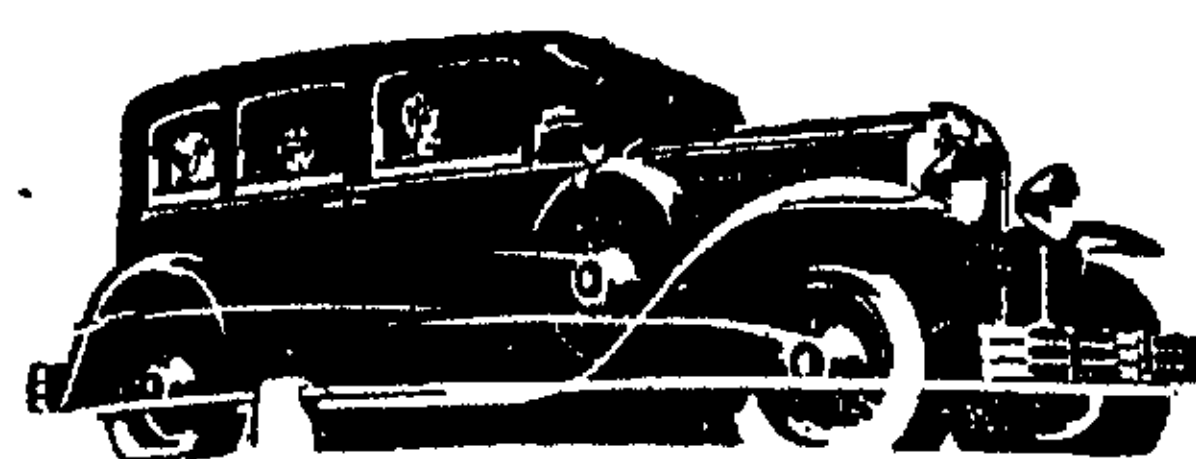
A large and well-illustrated chapter is devoted to the art of changing gear and the correct use of the brakes. A feature of this new edition is the inclusion of a description of recent improvements in transmission mechanism and how these modify manipulation, and the art of driving.

There is a large number of illustrations which greatly increase the instructional value of the text.

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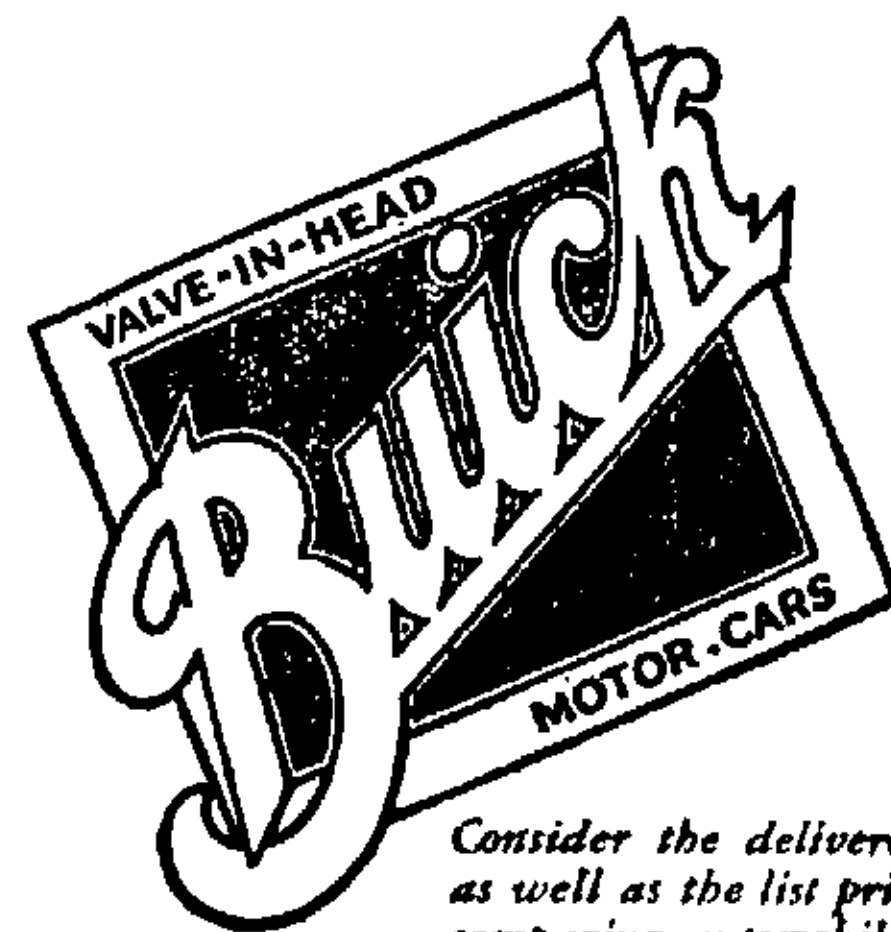
Mr. R. R. R., Brockton, Mass.
(name upon request)

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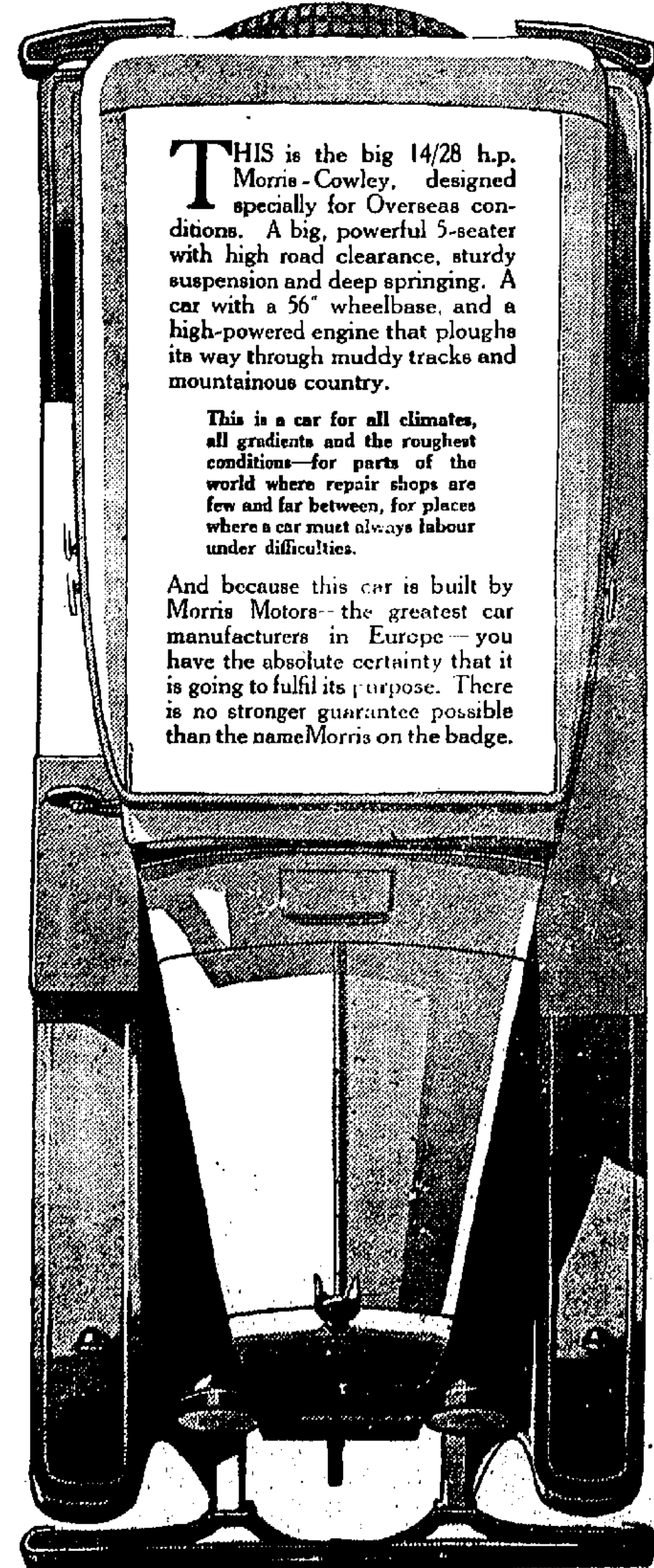


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And because this car is built by Morris Motors—the greatest car manufacturers in Europe—you have the absolute certainty that it is going to fulfil its purpose. There is no stronger guarantee possible than the name Morris on the badge.

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Hongkong Sunday Herald.

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WATER POURING IN Condition of H.K.'s Reservoirs WHAT TYTAM TUK NEEDS

"Pokfulam Full to Brim, Probably Overflowing"

The heavy rains of Friday night and Saturday morning considerably augmented the island reservoirs. On Saturday evening Tytam was within four feet of overflowing into Tytam Bye-wash and was still receiving large supplies from the catchment area and catchwater.

Tytam Intermediate was within about eight feet of overflow. Tytam Tuk has room for at least a thousand million gallons more, but, of course, will not really begin to fill until the others overflow into it. Meanwhile it is receiving considerable supplies from its own catchment area and from the Re-pulse Bay Road catchwater which intercepts many useful hillside streams formerly running into the sea. It is at present contributing no small quantity of water.

Wong-mei-chong Reservoir would have overflowed by now, but it has been supplying the town for several days past. It is now about four feet from overflow. Pokfulam is full to the brim and probably overflowing.

Judging from the streams running down the hillsides everywhere Hong Kong reservoirs will receive, for at least a week to come, more water than they expend.

Rainfall Figures

Although rain only began to fall yesterday shortly before the daily readings at the reservoirs, 2.45 inches was the return at Tytam for the 24 hours ended at about 7 a.m. At Pokfulam, on the other hand, it was only .14 inch. Once more the rainfall in the island has been heavier than in Kowloon.

The "gain" in Hong Kong yesterday was 25 million gallons, bringing the total up to 745 million gallons, with water still pouring in. At the Royal Observatory, Kowloon, the rainfall for the 24 hours ended at 10.30 a.m. yesterday was 1.415 inches, with the "heaviest" hour (7.30 a.m. to 8.30 a.m.) of .555 inch. In the 12 hours from 9.30 a.m. yesterday to 9.30 last night, only .25 inch was recorded, the "heaviest" hour in this period being 11.30 a.m. to 12.30 p.m., when a tenth of an inch fell.

Kowloon reservoir is expected to reach overflow level by or before the end of this month.

PIG WASH

Magistrate Advocates New Regulation

TIME LIMIT

When a Chinese was charged with carrying pig wash during prohibited hours at the Kowloon Magistracy yesterday, Mr. T. S. Whyte-Smith, the Magistrate, said that although it was not his business, he thought it would be better for the department concerned to make some sort of regulation governing the landing of this obnoxious matter and also to alter the time of the boats leaving with pig wash from Hong Kong to 8.30 a.m. instead of 9 a.m. as is done at present.

Woman Owns Up

The defendant in the case should have been a Chinese coolie, but when his name was called, a woman answered. She said that she had employed the man to carry the pig wash for her. She admitted that the man was carrying it to her during prohibited hours, that was, after 9 a.m., but neither she nor her employee was in any way to blame, because the boat carrying the pig wash had left Hong Kong at 9 a.m.

Inspector Hoare, prosecuting officer, said that it was customary for the boat to leave Hong Kong at 9 a.m. He also thought that it was usual for these boats to make two trips a day. If his presumption was correct, the boats making the second trip would not be in Kowloon well after 11 a.m.

A Caution

The Magistrate said that he could not possibly enter a conviction. He thought that some sort of regulation should be made governing the landing of pig wash and also to set a time limit for boats to leave Hong Kong with such obnoxious matters.

His Worship, in discharging the woman with a caution, told her that she must not herself carry pig wash during prohibited hours nor allow her employees to do so. She should also tell her friends about it, and to bear in mind also that he would have no compunction in imposing a fine on those caught carrying pig wash during the middle of the day.

CANTON ITEMS What the Russians Said on Leaving

"RESENTED 'RED' ACTION"

Canton, Yesterday. Over twenty Russians left Canton by the afternoon express for Hong Kong on July 25, carrying with them much baggage. In conversation with passengers on the train, they said that they resented the actions of the Communists and they were going home to suppress the "Red" calamity.

Butchers Want Settlement

It will be recalled that some time ago when the Government passed a regulation for all pigs and cattle to be sent to the Government slaughter houses, the city butchers refused to abide by the regulation and went on strike. But the Government has been very firm on this matter and now the butchers have petitioned the Government for a settlement, pointing out that the principal reason for their objection to the slaughter houses was because of the insufficient space in them and their distance from the central part of the city. Three representatives were sent to the Government office yesterday to discuss matters with the officials, and, according to the latest report, an early settlement of the trouble is anticipated.

Fire at King Fa

A fire at King Fa-street, which destroyed seven houses in the short space of two hours, took place at 1.30 p.m. yesterday. Although all the fire stations responded at once to the alarm, the fire had made good headway. One of the firemen, while on the roof fighting the fire, fell off and hurt himself very badly, and was rushed off to hospital. The narrowness of the street prevented the firemen from effectual putting the fire out. It is learned that the cause of the fire was due to the carelessness of a fook of the Yuet Woo Co., while lighting a stove.

Central Bank Notes

The new notes of the Central Bank are at par in subsidiary coins. The old notes were quoted yesterday: selling 9.65, buying 9.55.—Canton News Agency.

New Council

Canton, Friday. The new Administrative Council, the highest executive authority in Kwangtung, will be sworn in tomorrow in Government House in Canton. General Chan Chai-tong, Commanding-in-Chief, has been requested by the National Government to preside over the function and witness the taking of the oath of office by General Chan Ming-shu, (chairman), and eight other members of the Council.

General Chan Chai-tong inspected the troops in the city to-day at a parade of all forces under his command. After witnessing the inauguration of the new council, he is expected to leave soon for a trip to Nanking, (via Hong Kong), on public business.—Nan Chung Kuo News Service.

Yunnan Aeroplane

The Yunnan plane "The Golden Horse," whose departure was to have been on July 24, but was postponed on account of the Patriotic Procession, made its cross-country flight in the presence of the Chairman, General Chan Ming-shu, and other high officials. There were several hundred visitors at the Taishatou aerodrome to see the plane off. The Government had entrusted mail matters for the plane to take to Shanghai, while the official paper, "Kwok Man Yat Po," put on board the last two days' issues of the Sino-Russian matter. The Canton Aviation Bureau deputed two Army planes to accompany the Yunnan plane for part of the way.

Calendar Changes

In order to do away with the (old) lunar calendar altogether, the Bureau of Public Safety has issued an order that all calendars for 1930 (the 10th year of the Chinese Republic) should not insert the lunar dates.

General Chan Chai-tong, who is the Chairman of the Re-organization and Disbandment Committee, was to have left Hong Kong to-day, to attend the 2nd Disbandment Conference at Nanking, but owing to the fact that he has been appointed by the Central Government to administer the oaths to the new members of the Provincial Government on assumption of office on July 27, his departure is postponed.—Canton News Agency.

Telegraphic information has been received that Mr. John Watson, Secretary of the Marine Engineers' Guild of China, will be visiting Hong Kong this week, arriving by the s.s. "President Grant" on Tuesday.

THE "GRAF ZEPPELIN" Japanese Naval Officer on Board

TEST FLIGHTS AFTER FAILURE

Members of Nippin Embassy also to Have a Try

Friedrichshafen, Yesterday. A Japanese naval officer named Namasaki is among the 25 passengers aboard the German dirigible "Graf Zeppelin" which started its first test flight since its return, after the recent failure to fly to America (subsequent to a previous successful trip).

Another flight is planned for tomorrow when several members of the Japanese Embassy, including Captains Fujiyoshi and Nangaku, will be aboard.—Reuter.

18TH CRUISE

Arrival of "President Monroe"

PROMINENT PASSENGER

The s.s. "President Monroe" Captain A. Ahman, in command, arrived in the harbour yesterday morning at daybreak on her eighteenth cruise around the world in the Dollar Line service. She brought with her a full complement of first class passengers, as well as a capacity load of freight and mail.

Prominent amongst the passengers are:

Mr. Robert L. Sullivan, Mr. Merle M. Clarke, Miss Mary McGonigal, and Miss Alma E. Groves, winners of the first National Flag Contest of the United States. These young men and ladies are victors over 250,000 competitors who took part in the contest and as reward of their victory they will enjoy a trip around the world as the guests of the Hearst newspaper interests, sponsors of the contest. They are accompanied by Mrs. Edwin C. Gregory, prominent Society matron of Salisbury, N.C., and daughter of

"RED FRONT" LEADER

Paris, Yesterday.

The Secretary of the Communist "Red Front" organisation has been arrested.—Reuter.

Senator Overman of that State, Miss Gertrude S. Carraway of New Bern, N.Y., and Mr. Floyd Williamson, of the Hearst newspaper of New York.

Mr. Fred H. French and family of Los Angeles, on a trip about the globe. Mr. French is the manager-owner of one of Los Angeles' largest wholesale stationary companies.

Mr. O. D. Martinez, Oriental operating manager of the Dollar Steamship Line on a combined business and pleasure trip to Hong Kong.

Mr. Gerald J. Barry, Jun., of Brookline, Mass. Mr. Barry is the travelling representative of the Fisk Rubber Co. and is on a tour of inspection of the Fisk Estates in the Straits Settlements and the Dutch East Indies.

Dr. Gordon Seagrave and family returning to Burma after an extended vacation to the States. Dr. Seagrave is a recognised authority on tropical maladies and diseases, having spent the greater part of his life combating them in India.

Mr. Wm. A. Brooks and family of Oklahoma City, around the world via the Dollar Line service. Mr. Brooks is prominent in business and sporting circles throughout Oklahoma.

Miss Dorothy Davis and Miss Ruth Kemmerer, of Princeton, N.J. These young ladies are past graduates of Wesley College for Girls in the States.

Mr. and Mrs. Charles D. Boynton of Shanghai, on a pleasure trip to Hong Kong. Mr. Boynton has been for many years connected with the American School in Shanghai.

The Greek authorities on July 2 handed over to the Yugoslav representatives the section of the railway line between Kenoll and Bitolla (Monastir), in Macedonia.

Bolivia and Paraguay have agreed to a peaceful determination of their boundary line. The Inter-American Commission of Inquiry is to draw up a plan of settlement.

POINCARÉ RESIGNS Briand Mentioned as His Successor

FRENCH CABINET CHANGE

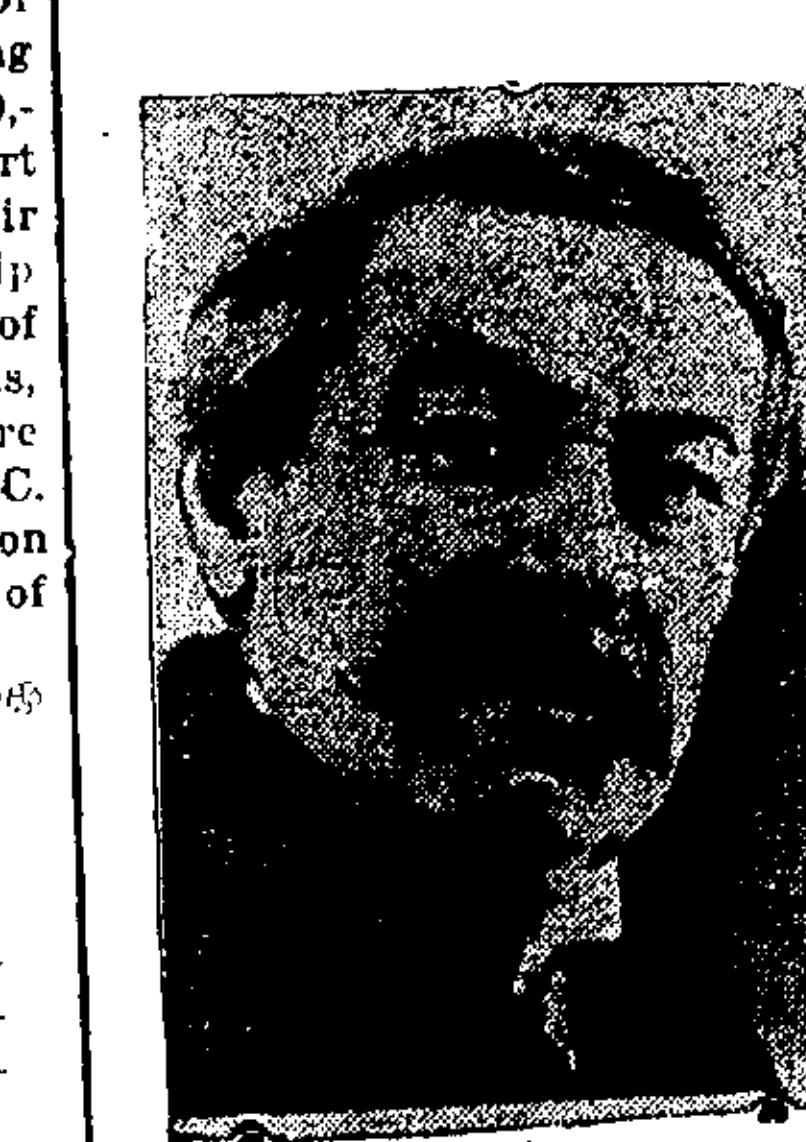
Paris, Yesterday. The French Cabinet has resigned. Later, M. Poincaré (the Premier) persisted in his determination to resign in spite



M. Poincaré

of the supreme appeal of M. Briand and M. Barthou, who called at his house early this morning, to retain the Premiership.

M. Poincaré's operation is for the state of a grand and will necessitate several months' complete rest.



Aristide Briand

General opinion is that M. Briand will succeed to the Premiership.—Reuter.

HIS RESIGNATION NOW PROBABLE

SERIOUS OPERATION

Paris, Yesterday. The fact that the septuagenarian, M. Poincaré is suffering from an internal trouble has occasioned alarmist rumours, but it is stated authoritatively that there is no gravity. Two eminent surgeons are examining him on Tuesday to decide whether an operation will be performed or not.

M. Poincaré has been ill since July 17, but has received the Ministers daily.

Resignation Tendered

Paris, Later.

M. Poincaré informed the Cabinet that he will shortly be undergoing an operation which involve two or three months' cessation of work. He thereupon decided to tender his resignation to M. Doumergue. The Cabinet decided to deputé M. Briand and M. Louis Barthou (Minister of Justice) to see M. Poincaré this morning and urge him, while taking the rest required for his recovery, to remain at the head of the Government.

It is pointed out that M. Poincaré does not desire to remain in office in his present state, in foreign affairs particularly, as the serious operation he is undergoing will prevent him attending The Hague Reparations Conference.

If his resignation is accepted it is generally believed that M. Doumergue will ask M. Briand to form a new Government, which will probably immediately summon Parliament.—Reuter.

Through the horse of a water-cart moving unexpectedly George Henry Kendall (47), of Lancaster-street, S.E., the driver, was knocked down and killed in Clerkenwell-road, London.

Mrs. J. Latimer, wife of the manager of Tokka, Ltd., who has been in the European Hospital, Batu Cajah, for some time with malaria, has now recovered and left hospital.

CHINA'S TREATIES Agreement With French Minister

APPROVED DUTIES TO COME

Negotiation With Persia's Representative

Canton, Yesterday. The terms of the Indo-China and Sino-French Treaties, with the exception of the approved duties, were finally agreed upon between Dr. C. T. Wang (Foreign Minister) and Count Martel (French Minister) on July 25 at Shanghai, in a memorandum signed by both parties.

The negotiations for the Sino-Persian Treaty again took place between the representatives of the two countries at the Foreign Office, Nanking, on July 25, the discussion being on the subject of the old treaty made in Peking, the terms of which are considered unsuitable.—Canton News Agency.

DUTCH POLITICS

Elections To First Chamber

PROVINCIAL RESULTS

Amsterdam, Yesterday.

Six of the Provincial States out of eleven have elected one half of the members comprising the First Chamber with the following results:—

Catholics	11
Socialists	3
Christian Historicals	3
Liberals	2
Liberal Democrats	2
Anti-Revolutionaries	2

The Right maintain their majority.—Reuter.

[The First Chamber is elected for six years, and every three years one half retire by rotation. In 1920 the election resulted: 10 Catholics, 7 Anti-Revolutionaries, 7 Protestant Party, 6 Liberty Union, 3 Democrats, and 11 Social Democrats.]

FRANCE'S WAR DEBTS

Paris, Yesterday.

The Senate has approved the Washington and London debt agreements. The French Government is, therefore, now free to exchange ratifications.—Reuter.

TO-DAY'S RADIO

St Joseph's Church

TO BE RELAYED

The following programme will be broadcast to-day from the Government Broadcast Station Z.B.W. on 350 metres.

1.48 p.m.—Weather Report.

5.55 p.m.—Evening Service relayed from St. Joseph's Church.

Sermon: "Man and His Workshop" by Rev. Father R. Gallagher S. J.

Te Deum. Benediction of the Blessed Sacrament.

7.48 p.m.—Evening Weather Report.

8 p.m.—Evening Programme (Columbia Records supplied through the courtesy of Messrs. Anderson Music Co., Ltd.).

"An Epic Symphony" (Fletcher).

St. Hilda Colliery Prize Band.

"The Ginchy Road", Baritone.

"Scenes that are Brightest", Harold Williams.

"Then You'll Remember Me", The J. H. Squire Celeste Octet.

"The Zephyr", Violin Solo.

"Valse-Bluette", Violin Solo.

"Abendlied" (Schumann), Efrim Zimbalist.

"Rigaudon" (Rameau), St. James String Sextet.

"Had I The Voice of Morven", Hubert Eisdell.

"Homeward to You", Tenor.

"Pastorale", Madam Instrumental Quartet.

"Toccata", Madam Instrumental Quartet.

"Silver Threads Among the Gold", Contralto.

"I'm A'longing For You", Clara Serena.

"Nocturne in E Flat" (Chopin), Contralto.

"Dream of Love" (Liszt), Contralto.

The J. H. Squire Celeste Octet.

"Shipa That Pass in the Night", Contralto.

"Valse" (d'Arcy & Russell), Contralto.

"The Sacred Hour" (Ketelbey), Contralto.

Reverie, Albert W. Ketelbey's Concert Orchestra.

"The Vacant Chair" (Roch).

"The Song That Reached My Heart", Edgar Goye and Quartette.

"Jesu, Lover of My Soul", The B.B.C. Choir.

"Neuror, My God To Thee", The B.B.C. Choir.

10.30 p.m.—Close Down.

SINO-SOVIET CRISIS Frontier Vigilance Not Relaxed

RUSSIAN TROOPS RETIRE

Mukden, Yesterday.

In spite of the frequent expressions by both China and Russia of the desire for peaceful settlement of the Chinese Eastern Railway issue, there is no change in the situation. The Chinese and Russian armies on the Russo-Manchuria frontier have not relaxed vigilance.

The Chinese forces at Suifenho (on the eastern boundary of Manchuria), it is alleged that are putting up three defence lines with the assistance of six gunboats on the Suifen River, while the Soviet troops are taking up their position at a point about six miles north of Suifenho. The situation here does not, however, warrant undue alarm.

According to the latest despatch from Manchuria (in the north-west of Manchuria), it is alleged that the Soviet troops stationed on the Siberia side of the frontier have withdrawn about 10 miles along the trans-Siberian Railway. On the other hand, the Chinese forces at Manchuria are still maintaining a close watch.—Nan Chung Kuo News Service.

Speech in Canton

Canton, Yesterday.

To the large assembly, reckoned to number no less than 20,000 people on the Eastern parade ground, on the occasion of the Patriotic Demonstration Procession on July 24, the Chairman of the Provincial Government, General Chan Ming-shu, remarked that such a huge, patriotic and enthusiastic gathering proved that the people of the birthplace of the Chinese Revolution were manifesting in the fullest sense their revolutionary spirit in their attitude towards Soviet Russia and in their desire to form the backbone of the Central Government and in all diplomatic transactions; and for this reason he confidently believed that the outcome would be in China's favour.

Indirect Cause

"The present crisis," said General Chan, "we ought to know, is the consequence of Soviet Russia's 'Red Imperialism.' In other words, Russia has resorted to arms with the object of invading China, in order to aid the 'Communists' murderers and incendiaries; directly, to undermine our movement for setting free our own people, and indirectly, to hinder the development of the oppressed nations and forever to disturb the world's peace."

"The indirect cause of the present situation," continued the Chairman, "may be sought in Russia's adopting the 'Marxian doctrine,' which is detrimental to the expansion of society and which is unsuitable to China's national conditions."

Class Conflict

"We may recall that only a few years ago Russia, while outwardly helping the trodden nations in the Far East to attain freedom, cherished at heart the intention to destroy the Chinese people's Revolution and to incite class conflicts."

"The direct cause is the violation by Russia of the Sino-Russian Agreement of 1924 in utilizing the Chinese Eastern Railway as a medium to carry out her Communist propaganda and to destroy the peace and order of the community in China, in the hope to overthrow the Government."

"In this emergency, our Government had no other recourse but to use drastic measures for self-protection, for the preservation of our national integrity, and for the enforcement of the Sino-Russian Agreement."

Menace to World's Peace

"But since the occurrence of the Chinese Eastern Railway question, the 'Red Imperialistic' Soviet Russia not only has not realised her own mistake, but also has issued an ultimatum to us, while at the same time mobilising her troops at the border with the evident intention to invade our territory."

"Hence, this crisis is not merely a question of the Chinese Eastern Railway, or one of life and death to our people, but it also concerns the freedom of the oppressed nations of the world. And what is of the greatest significance is that it concerns the future of the world's peace."—Canton News Agency.

Bathing in the Clyde near Carstairs, Arthur Matthew (20), of Arbroath, and John Mackenzie (20), of Carluke, both students, were drowned.

EGYPTIAN TREATY British Government's Sympathy

A NEWSPAPER'S PREDICTION

High Commissioner to Become an Ambassador

Cairo, Yesterday. According to the newspaper "El Mokattam," Egyptian official circles understand that the British Government views sympathetically the Anglo-Egyptian draft treaty drawn up by the Egyptian negotiators.

This draft treaty, "El Mokattam" says, will comprise the following:—

The British High Commissioner in Egypt will become Ambassador and the Egyptian Minister in London will be raised to ambassadorial rank; the Sudan Treaty of 1899 (under which the Sudan was to be administered jointly by Britain and Egypt) to be recognised;

Sudan debts to Egypt will be recognised;

A small portion of the Egyptian Army will return to the Sudan!

Britain will agree to the abolition of foreign capitulations and the transfer of the powers of Consular courts to mixed courts;

Britain will relinquish her claims for the protection of minorities;

Britain will support Egypt with force of arms in case of aggression against Egypt;

Egypt will, similarly, support Britain; and, lastly,

The British forces in Egypt will be transferred to the Suez Canal zone.

"El Mokattam" adds that the Labour Government of Britain will insist that such a Treaty should be ratified by a freely elected Egyptian Parliament.—Reuter.

"Not Fully Accurate"

London, Yesterday.

Reuter understands that the proposals in the Anglo-Egyptian Treaty, as adumbrated by "El Mokattam," are now being discussed by a Cabinet sub-committee and service department in London, though it is stated that "El Mokattam's" version is incomplete and not fully accurate, and the proposals have not yet reached the Cabinet.

Mahmoud Pasha, who is spending the week-end with King Fuad, may refer to the matter next week.—Reuter.

EARTHQUAKES

Tokyo And Yokohama in a Panic

ONE OF WORST SINCE 1923

Tokyo, Yesterday.

There was a severe earthquake this morning in Tokyo, the capital of Japan, and Yokohama, the neighbouring port.

People rushed out of their houses and clocks stopped. There was some dislocation to telegrams but it is believed that the damage was very slight.

Absence of Fire

Later.

The Seismic Centre was 30 miles south-west of Tokyo.

The maximum amplitude was 30 millimetres.

The shock was one of the most severe since 1923. It was felt in Tokyo, Yokohama and Kamakura but, owing to the absence of outbreaks of fire, the damage was very slight.

Train traffic in the vicinity of Tokyo and Yokohama was temporarily suspended but soon resumed.—Reuter.

60 Killed in Ecuador

New York, Yesterday.

A report from Quito (Ecuador) says that 60 persons were killed as the result of an earthquake which practically destroyed the town of Moyurga. A general panic followed the shock.—Reuter's American Service.

MURDER CHARGE

Yeung Kwai-tin (40) of No. 2, Bullock-lane, was yesterday formally charged before Mr. E. W. Hamilton at the Central Police Court with the murder of Yeng Lek-hong (33) of No. 12 Nullah-lane, who was found dead outside No. 2, Taiyuen-street, on Thursday at 6.35 p.m. with a stab wound in the chest.

The accused was remanded for a week.

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